

MASON'S
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KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after AUGUST 23rd, 1931, until Further Notice (all previous
Time Tables cancelled).

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.	No. 24 P.M.
Kowloon Dep.	6.35	8.00	8.35	9.05	10.00	12.02	1.18	2.31	3.00	4.35	5.40	7.45	8.50	10.55	12.00	1.05	2.10	3.15	4.20	5.25	6.30	7.35	8.40	9.45
Yau Ma Tei Dep.	6.44	8.09	8.44	9.14	10.09	12.11	1.27	2.40	3.09	4.44	5.49	7.54	9.00	11.05	12.10	1.15	2.20	3.25	4.30	5.35	6.40	7.45	8.50	9.55
Shatin Dep.	6.50	8.15	8.50	9.20	10.15	12.17	1.33	2.46	3.15	4.50	5.55	8.00	9.06	11.11	12.16	1.21	2.26	3.31	4.36	5.41	6.46	7.51	8.56	10.01
Tai Po Dep.	7.10	8.35	9.10	9.40	10.35	12.37	1.53	3.06	3.35	5.10	6.15	8.20	9.26	11.31	12.36	1.41	2.46	3.51	4.56	6.01	7.06	8.11	9.16	10.21
Market Dep.	7.15	8.40	9.15	9.45	10.40	12.42	1.58	3.11	3.40	5.15	6.20	8.25	9.31	11.36	12.41	1.46	2.51	3.56	5.01	6.06	7.11	8.16	9.21	10.26
Fanning Dep.	7.25	8.50	9.25	9.55	10.50	12.52	2.08	3.21	3.50	5.25	6.30	8.35	9.41	11.46	12.51	1.56	3.01	4.06	5.11	6.16	7.21	8.26	9.31	10.36
Sheng Shui Dep.	7.30	8.55	9.30	10.00	10.55	12.57	2.13	3.26	3.55	5.30	6.35	8.40	9.46	11.51	12.56	2.01	3.06	4.11	5.16	6.21	7.26	8.31	9.36	10.41
Sham Shui Dep.	7.35	9.00	9.35	10.05	11.00	13.02	2.18	3.31	4.00	5.35	6.40	8.45	9.51	11.56	13.01	2.06	3.11	4.16	5.21	6.26	7.31	8.36	9.41	10.46
Canton Arr.	7.35	9.00	9.35	10.05	11.00	13.02	2.18	3.31	4.00	5.35	6.40	8.45	9.51	11.56	13.01	2.06	3.11	4.16	5.21	6.26	7.31	8.36	9.41	10.46

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.	No. 24 P.M.
Canton Dep.	7.35	9.00	9.35	10.05	11.00	13.02	2.18	3.31	4.00	5.35	6.40	8.45	9.51	11.56	13.01	2.06	3.11	4.16	5.21	6.26	7.31	8.36	9.41	10.46
Sham Shui Dep.	7.40	9.05	9.40	10.10	11.05	13.07	2.23	3.36	4.05	5.40	6.45	8.50	9.56	12.01	13.06	2.11	3.16	4.21	5.26	6.31	7.36	8.41	9.46	10.51
Sheng Shui Dep.	7.45	9.10	9.45	10.15	11.10	13.12	2.28	3.41	4.10	5.45	6.50	8.55	10.01	12.06	13.11	2.16	3.21	4.26	5.31	6.36	7.41	8.46	9.51	10.56
Tai Po Dep.	7.50	9.15	9.50	10.20	11.15	13.17	2.33	3.46	4.15	5.50	6.55	9.00	10.06	12.11	13.16	2.21	3.26	4.31	5.36	6.41	7.46	8.51	9.56	11.01
Fanning Dep.	7.55	9.20	9.55	10.25	11.20	13.22	2.38	3.51	4.20	5.55	7.00	9.05	10.11	12.16	13.21	2.26	3.31	4.36	5.41	6.46	7.51	8.56	10.01	11.06
Market Dep.	8.00	9.25	10.00	10.30	11.25	13.27	2.43	3.56	4.25	6.00	7.05	9.10	10.16	12.21	13.26	2.31	3.36	4.41	5.46	6.51	7.56	9.01	10.06	11.11
Shatin Dep.	8.05	9.30	10.05	10.35	11.30	13.32	2.48	3.61	4.30	6.05	7.10	9.15	10.21	12.26	13.31	2.36	3.41	4.46	5.51	6.56	8.01	9.06	10.11	11.16
Yau Ma Tei Dep.	8.10	9.35	10.10	10.40	11.35	13.37	2.53	3.66	4.35	6.10	7.15	9.20	10.26	12.31	13.36	2.41	3.46	4.51	5.56	7.01	8.06	9.11	10.16	11.21
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QUEEN VICTORIA AND HER SUBJECTS.

INTENSE INTEREST IN NATIONAL LIFE.

"OUR DETECTIVES ARE NOT WHAT THEY SHOULD BE."

The extracts from the new volume
of Queen Victoria's letters, cover-
ing the years 1880 to 1890, which we
published yesterday, dealt almost
entirely with the German Emperor's
personality. There are
equally interesting comments on
Home affairs at that time.

The Queen did not conceal her
hatred of Home Rule, and she is
seen urging Lord Goschen to secure
the Duke of Devonshire on the side
of the Conservatives. Her most
violent phrase is perhaps, "This
incredible Government."

The Queen, after a long audience
with Gladstone, at the beginning
of 1890, writes: "He struck me as
being less Radical himself than he
used to be, and as intensely in
earnest, almost fanatically so, in his
belief that he is almost sacrificing
himself for Ireland."

Hatred of Russia.

The Queen hated the Russians as
much as anybody hates them now.
"It is these Russian fiends," she
exclaims on hearing that King Alex-
ander of Bulgaria had been kid-
napped and deported. "He was
"Sandro" to the Queen—the brother
of Princess Beatrice's husband.
There are many interesting letters
about his kidnapping and abduc-
tion. She calls the conduct of the
Russians "piratical."

Queen Victoria celebrated her
jubilee—fifty years a Queen—in
1897, but she records in 1890, when
she was over seventy: "We had a
quadrille, in which I danced with
Eddy!" This was King George's
elder brother, who died.

When she goes to open Parlia-
ment, in 1886, she writes: "My
dress was of black satin bordered
with miniver, and train of same."
She goes to a concert in the Albert
Hall, and writes: "I courted on
all occasions when they cheered,
which they did tremendously."

The Queen did not forget that,
although the Georges came from
Germany, George I.'s mother was
the daughter of Princess Elizabeth,
James I.'s daughter. She writes to
Lord Rosebery, thanking him for a
little locket containing a miniature
—perhaps of Queen Elizabeth,
"though," she says, "I fear I have
no sympathy with my great pre-
decessor, Queen Elizabeth, descend-
ed as I am from her rival Queen,
whom she so cruelly sacrificed."

"Wicked" Mrs. Maybrick.

Queen Victoria referred to the
divorce suit in which Sir Charles
Dilke was concerned as "This atro-
cious trial."
When Henry Matthews, Home
Secretary, advised the Queen not to
hang Mrs. Maybrick, he wrote that

"the evidence clearly established
that Mrs. Maybrick administered
poison to her husband with intent
to murder; but there is ground
for reasonable doubt whether the
arsenic so administered was in fact
the cause of his death." Therefore
she was entitled to the benefit of
the doubt, with penal servitude for
life for the attempt.
The Queen replies that the only
regret she feels about the decision
is that "so wicked a woman should
escape by a mere legal quibble! The
law," she adds, "is not a
moral profession, she must say. But
her sentence must never be further
commuted."

Jack the Ripper.

When one of the Jack the Ripper
murders is committed the Queen
telegraphs to Lord Salisbury:—
"This new ghastly murder shows
the absolute necessity for some very
decided action. All these courts
must be lit, and our detectives im-
proved. They are not what they
should be. You promised, when the
first murder took place, to consult
with your colleagues about it."
The Prime Minister telegraphs in
reply that the Government are
offering a free pardon to any one
who gives information.
(Continued on Page 4.)

Diary of Coming Events.

To-day,
(November 19.)
Queen's Theatre: "Devil May
Care."
Central Theatre: "Second Wife."
World Theatre: "Midnight
Told."
Star Theatre: "No Control."
Majestic Theatre: "Showboat."
H.K.A.D.C. presents "The
Middle Watch," 8.15 p.m.
Victoria Diocesan and Missionary
Assn. "At Home," Cathedral Hall,
4.30 p.m.
Reception to H.E. Governor of
Macao at Club Lusitano, 5 p.m.
Rugby: Club "A" v. Tamar.
H.K. Horticultural Society, an-
nual meeting, 8.15 p.m.
Annual Drill Display by members
of the Fire Brigade on Police
Headquarters compound, 3 p.m.
Tea Dances: H.K. Hotel and
Peninsula Hotel, 4.30 p.m.
Dinner Dances: Peninsula Hotel
and Repulse Bay Hotel, 8.30 p.m.
Thursday,
(November 20.)
Queen's Theatre: "Devil May
Care."
Central Theatre: "Second Wife."
World Theatre: "Heroes of the
Wild" eps. 1-5.
H.K.A.D.C. presents "The Mid-
dle Watch."
Auction by Lammet Bros. of
Household Furniture at 35, Hun-
phreys Bldg., Kowloon, 11 a.m.
Tennis: Final of Ladies' Cham-
pionship at U.S.R.C., 3 p.m.
Horse: H.K. Polo Club v. Green.
European Mail:—Outward:
Europe via Siberia (Kalyan), 2.30
p.m.
Star Theatre: "The Lion and the
Mouse."
H.K.A.D.C. presents "The
Middle Watch," 8.15 p.m.
Concert at Helena May Institute,
5.30 p.m.
Meeting: Chinese Chamber of
Commerce, 2.30 p.m.
Tea Dances: H.K. Hotel, 4.30 p.m.
Dinner Dances: H.K. Hotel and
Peninsula Hotel, 8.30 p.m.
European Mail:—Outward:
Europe via Siberia (Asama Maru),
8.30 a.m.
Friday,
(November 21.)
Central Theatre: "Second Wife."
World Theatre: "Heroes of the
Wild" eps. 1-5.
Star Theatre: "The Lion and the
Mouse."
H.K.A.D.C. presents "The Mid-
dle Watch."
Auction by Lammet Bros. of
Household Furniture at 35, Hun-
phreys Bldg., Kowloon, 11 a.m.
Tennis: Final of Ladies' Cham-
pionship at U.S.R.C., 3 p.m.
Horse: H.K. Polo Club v. Green.
European Mail:—Outward:
Europe via Siberia (Kalyan), 2.30
p.m.
Tea Dances: H.K. Hotel and Pen-
insula Hotel, 4.30 p.m.
Dinner Dances: Peninsula Hotel
and Repulse Bay Hotel, 8.30 p.m.
Saturday,
(November 22.)
Central Theatre: "The Wild
Party."
World Theatre: "Heroes of the
Wild" eps. 6-10.
Star Theatre: "The Lion and the
Mouse."
Cricket:—1st Div. C.S.C.C. v.
H.K.C.C. (F.). 2nd Div. Police
v. L.R.C. (L.). Recreation v. Cray-
naghogue (F.). H.K.C.C. v. C.S.C.C.
(F.).
Football:—1st Div. (League):
Kowloon v. R.A. (Kowloon ground),
Navy v. Club (Navy), Recreation v.
S.W.B. (Recreation), Argyls v. South
China (Sookunpoo). 2nd Div.:
University v. Argyls (Chinese),
Navy v. Kowloon (Navy), St. Jos.
v. Recreation (St. Joseph's), S. China
v. Club (Caroline Hill). 3rd Div.:
R.A.S.C. v. R.E. (Chatham Road),
H.A.O.C. v. R.A.F. (Chinese), Ewo
v. S. China (St. Joseph's).
Tea Dances: H.K. Hotel and Pen-
insula Hotel, 4.30 p.m.
Dinner Dances: Peninsula Hotel
and Repulse Bay Hotel, 8.30 p.m.

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- 2.—Fried Fillet of Fish,
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- 3.—Yuk See Yee Min
肉絲伊麵
- 4.—Haricot Ox-tail in Casserole
- 5.—Roast Chicken and Sausage
- 6.—Cold Leg of Lamb, Potato Salad
- 7.—Roast Potatoes
- 8.—Boiled Potatoes
- 9.—Spinach
- 10.—Pancake

11.—Fruit 12.—Tea or Coffee

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(1) THE CHILDREN'S EARLY PROVIDENT SCHEME. Combines
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NOTES OF THE WEEK.

Albion Buses for South Africa.

For several years a fleet of Albion buses has been operated by the Cape Electric Tramways in the Cape Town district. The low maintenance and running costs of these vehicles together with their outstanding reliability has resulted in an order being placed with the Albion Motor Car Co., Ltd., of Glasgow by the Cape Electric Tramways for a further six Albion buses for use in connection with their tramway system at Port Elizabeth.

Squawk Locator.

Professor A. M. Low, the eminent British scientist, who has devoted so much time to motoring matters, suggests that if a series of varnished cardboard tubes, varying from two to 10 inches in length, and with a diameter of about 1 1/2 in., are made, each will have a different natural period of resonance of the air column when placed against the ear. Each will appear to amplify some different note, and with a set of them it will be possible to locate and rectify some of the tiny rattles which become so annoying on a long journey.

A Coventry Trade Gathering.

Motor car dealers from all over the world recently visited Coventry to inspect the full range of 1931 Singer models. British agents were, of course, in the predominance, but such far distant parts of the world as Poland, Cairo, Madras and New Zealand were represented. The intense interest of overseas traders. The visitors were unanimous in their praise for the new cars. That the Singer company has not announced new models without being able to supply them was proved by the fact that Mr. W. E. Bullock, the Managing Director, stated that steady deliveries of all the new types would be available the following week. And that the company, having produced an attractive range of new cars does not propose to sit down and let them sell themselves is shown by Mr. Bullock's further remarks:—"I realise more and more as time goes on that we cannot afford to waste one moment in patting ourselves on the back; we must save all our efforts to seeing how we can keep pace with the competition which we are up against."

Royal Orders for Daimler.

Their Majesties the King and Queen have honoured Stratton-Holmes, Ltd., official Distributors in Great Britain of Daimler Cars, with instructions for five "Double-Six" Daimler cars, fitted with the new Daimler Transmission System. The coachwork will be carried out by Messrs. Hooper & Co.

In communicating these commands, their Majesties are graciously pleased to state, through the Crown Equerry, that the order is placed so that it may stimulate the British industry, now passing through difficult times, and primarily to help unemployment during the winter months.

Late Sir Henry Segrave's Record.

There seems to have been some misconception as to the international status of the record of 98.7 m.p.h. by "Miss England II." on Lake Windermere, on the run which ended on tragically for Sir Henry Segrave. The matter was taken up by the International Motor Yacht Union and it is definitely confirmed that this record has been officially recognized by all countries. Until this figure is bettered, therefore, Great Britain holds the world record on water. The two Rolls-Royce R. type engines which were fitted, were found to be in a perfect condition when taken down on return to the works at Derby, despite the crash and their long immersion.

Rubber Traffic Dome.

As an experiment, the Kew Council in Melbourne has replaced a rigid metal traffic dome with one composed of rubber. The new traffic device consists of a metal frame flush with the surface of the road, into which are clamped four separate pieces of red rubber, each half an inch thick and at right angles with each other. The rubber stands four inches above the road surface, and on contact with the wheel of a vehicle the rubber simply lies flat on the ground, immediately returning to its upright position. It is said that although the rubber is so flexible that the weight of a cyclist is sufficient to depress it, it suffered no damage when tested under a 10-ton steam roller.

During 1930 our regular outgoings have been largely unchanged. The price of petrol remained unaltered until a few weeks ago, when it became 2d. a gallon cheaper, lubricating oil prices seem permanently stable, tyres have become a trifle cheaper in the case of some makes, light car prices have dropped appreciably, the petrol tax and the horse power tax have been unaltered, and the tendency in car running costs as the season closes seems to be downwards rather than upwards in every respect except insurance, which threatens to become dearer owing to the impending arrival of compulsory third-party policies.

Whilst general conditions, however, have been towards reduced running costs, motorists, as a whole have shown a tendency towards running cars which are not of the most economical kind. Thus, the six-cylinder engine which is essentially more extravagant than the four, has invaded the small car world in a most vigorous manner. Last year at this time we had only the Armstrong Siddeley and the Renault; in the spring the Wolseley Hornet arrived, and a few weeks ago we were satisfying our curiosity concerning the long-rumoured Triumph.

Early in the year there were many who believed that Sir Herbert Austin would launch a little six before the last page of the history of 1930 was turned, and Singer, too, were widely believed to have similar intentions. The Coventry concern has done something which, in my opinion, is cleverer than introducing a baby six by coming along with a very useful model in the otherwise almost empty £11-tax class and by standardizing four-speed gearboxes on both this model and the Junior.

I remarked a few lines back that there has been less demand during 1930 for very low running costs than has been the case in the past, but perhaps that remark needs qualifying. Whilst there has been an undeniable advance in such extravagances as six-cylinder engines there has also been a marked tendency amongst owners of cars of 12 h.p. and thereabouts to forsake their earlier loves and to turn for financial solace to the ever ubiquitous baby car. Cars taxed at £8 have done extremely well during 1930, giving excellent results to their owners, and reaping a not inconsiderable harvest for their manufacturers. It is not surprising, therefore, that the introduction of a new make to this class—the Swift Cadet, which promises to fill a very useful niche.

MOTOR NOTES.

LOOKING BACK ON 1930.

THE GROWING POPULARITY OF THE LIGHT CAR.

One of the most eventful years in motoring history, the season which is now closing is likely to be regarded as having conferred a substantial benefit upon only one section of motorists—those who are lawyers, writes "Focus" in the *Light Car & Cyclecar*. For 1930 has witnessed the passing of the Road Traffic Act which is generally, and rightly, believed to be the most momentous thing of its kind that has ever happened.

Never before has Britain given such wide powers to a Minister, and never, in my memory, has the law in times of peace previously attempted to interfere more drastically with John Citizen's activities.

Maybe, however, when 1931 dawns, when we get familiar with the operation of the new Act and when—after a few more years have passed—we have settled down under its influence, we shall find ourselves in some ways better off than we have been in the past whilst groaning under rules and regulations nearly 30 years old. Certainly in five years' time the idea of it being illegal—as it is at present—to travel at more than 30 m.p.h. in a car will seem too ridiculous to be credible. Maybe by then there will be a great many features of the new Act which will seem almost as absurd.

The Cost of Motoring.

Undenially the passing of the Road Traffic Act has been the outstanding development of the season, which is my reason for placing it in front of the one matter which is essentially of the greatest interest to every road user, namely, the cost of motoring.

During 1930 our regular outgoings have been largely unchanged. The price of petrol remained unaltered until a few weeks ago, when it became 2d. a gallon cheaper, lubricating oil prices seem permanently stable, tyres have become a trifle cheaper in the case of some makes, light car prices have dropped appreciably, the petrol tax and the horse power tax have been unaltered, and the tendency in car running costs as the season closes seems to be downwards rather than upwards in every respect except insurance, which threatens to become dearer owing to the impending arrival of compulsory third-party policies.

Whilst general conditions, however, have been towards reduced running costs, motorists, as a whole have shown a tendency towards running cars which are not of the most economical kind. Thus, the six-cylinder engine which is essentially more extravagant than the four, has invaded the small car world in a most vigorous manner. Last year at this time we had only the Armstrong Siddeley and the Renault; in the spring the Wolseley Hornet arrived, and a few weeks ago we were satisfying our curiosity concerning the long-rumoured Triumph.

Early in the year there were many who believed that Sir Herbert Austin would launch a little six before the last page of the history of 1930 was turned, and Singer, too, were widely believed to have similar intentions. The Coventry concern has done something which, in my opinion, is cleverer than introducing a baby six by coming along with a very useful model in the otherwise almost empty £11-tax class and by standardizing four-speed gearboxes on both this model and the Junior.

I remarked a few lines back that there has been less demand during 1930 for very low running costs than has been the case in the past, but perhaps that remark needs qualifying. Whilst there has been an undeniable advance in such extravagances as six-cylinder engines there has also been a marked tendency amongst owners of cars of 12 h.p. and thereabouts to forsake their earlier loves and to turn for financial solace to the ever ubiquitous baby car. Cars taxed at £8 have done extremely well during 1930, giving excellent results to their owners, and reaping a not inconsiderable harvest for their manufacturers. It is not surprising, therefore, that the introduction of a new make to this class—the Swift Cadet, which promises to fill a very useful niche.

Rear Petrol Tanks.

Whilst the baby car has boomed at home during 1930 it has also gone from strength to strength overseas. In France, Germany and the United States in particular it has enjoyed a vast and rapidly growing market. Let us hope that the success of the products of these nations will create a baby car urge in the breasts of motorists the world over and that the British pioneers will get the lion's share of the business.

In the realm of design, 1930 has witnessed some very useful improvements. I am very pleased, for example, to see the Riley and the Swift with rear petrol tanks. There is no denying that a big tank is a boon and a blessing, and there is also no denying that there are a great many people who do not like to have their tank under the scuttle where it is always inclined to drum and where the chance of fire in the event of an accident is distinctly alarming to the nervous.

It is rather odd that this tendency away from scuttle tanks should have come at a time when a reform for which I have been pleading for many years shows signs of wide adoption. I refer to electric wiring systems which are not concentrated behind the fascia-board, where they are inaccessible, in dangerous proximity to the tank and a thorough nuisance from the time when the car is built until it finally reaches the scrap heap.

It is undeniable, I think, that as much of the electric wiring as possible should be completed on a chassis before it goes to the bodybuilders. Finger-tip control, featured for 1931 on several leading models, provides for this and makes a really useful contribution towards the reliability of the electric equipment as well as bringing the lighting controls within very easy reach of the driver. It rather surprises me, by the way, that the manufacturers who have adopted finger-tip control are featuring the accessibility of the switches rather than the added safety and reliability which go hand in hand with the notion.

The Labour of Maintenance.

Another matter which it is pleasant to be able to record is that at long last a few of our manufacturers are feeling some responsibility in the matter of how the owners of their cars shall spend their spare time. In the past the feeling in the factories has been that motorists' leisure hours should be occupied entirely with a grease gun and an oilcan. The makers of the Riley Nine, in particular, have definitely renounced this belief, and on various other 1931 makes I find that some effort has been made towards cutting down the labour of maintenance.

In body design, too, 1930 has been a useful year. It has witnessed the much wider adoption of saloons with sliding or folding bodies—a rather peculiar thing considering the very bad weather which has marked the season.

Before leaving the matter of changes in design which have occurred during 1930, it is necessary to remark upon the fact that the new cars which have been introduced during this season do not fall into recognized categories. Maybe the decline of motoring sport amongst private owners of production cars to some extent the cause of this, but the fact remains that of the new light cars, which have emerged during the season the Wolseley Hornet has a capacity of 1,271 c.c., the Triumph Scorpion of 1,202 c.c., the Swift Cadet of 847 c.c., and the Singer Ten of 1,201 c.c. Not long ago every new model which came out bordered either upon 1,500 c.c. or 1,100 c.c.

I have just remarked that sport seems less large upon the horizon of the average man who buys a production car than used to be the case. This is capable of being denied in the light of the large entries which were secured for such events as the London-Exeter, the London-Land's End, the M.O.C. High-speed trial and various other such events which have been held this year.

Good Entries, But

It must be remembered, however, that although in several cases the numbers of entries have been either well sustained or have shown a definite increase, they do not bear the relation which one could wish to the substantial increase in the number of cars in use which the past year has witnessed. In the various sporting branches, moreover, the introduction of a new make to this class—the Swift Cadet, which promises to fill a very useful niche.

the only two peed hill-climbs that are held these days, attracted big crowds and big entries both for the expert and amateur climbers. At Dublin and Ulster there was the greatest enthusiasm for the two big annual road races, and on the sands at Southport the crowds have been larger than ever, whilst Brooklands under its new gilding hand has lost none of its prestige or popularity.

It is noteworthy that the good attendance, which marked all the leading speed fixtures during the season now closed were secured in spite of almost every event being held in very bad weather. As I look back upon Dublin, Ulster, the Amateur Shelsley climb, the 500-mile race and many other 1930 fixtures, my recollection is chiefly of torrents of rain, inches of mud, and herds of soaked, suffering humanity!

Around the season's racing has been successful. The Le Mans 24-hour race attracted a large entry and provided a spectacular win for British cars, whilst in America the famous 600-mile race, no longer confined to 1,500 c.c., attracted a large if heterogeneous field. Over 170,000 people saw a 23-year-old driver win the race at an average speed of 100.44 m.p.h. Unhappily the race was marred by an accident which involved six cars in a collision, although, fortunately, no one was badly injured.

Have traffic conditions changed for better or for worse during 1930? Personally, I think that the only change there has been that is worth recording is the very notable increase in the number and speed of long-distance motor coaches.

Wanted—More "Pep."

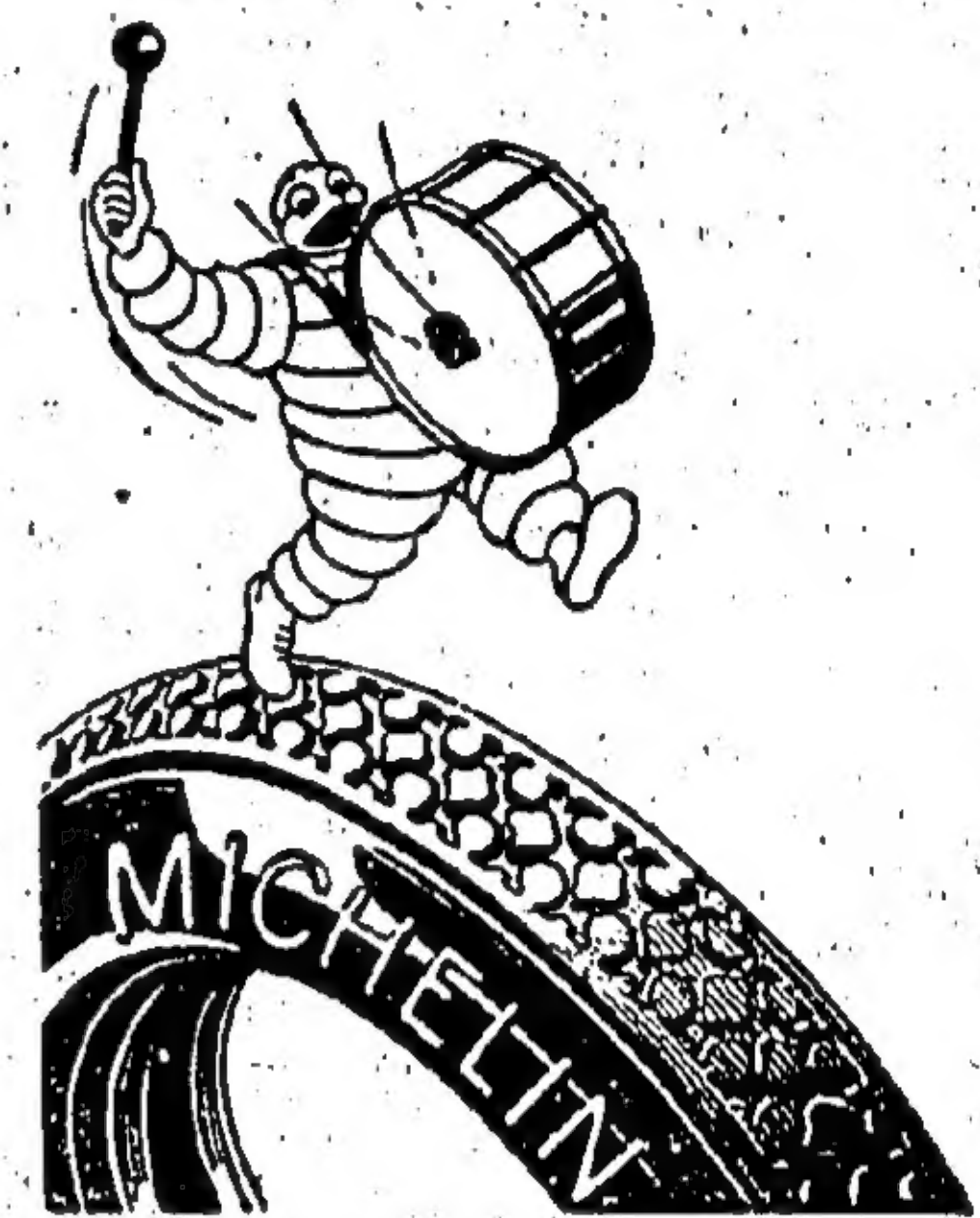
The ever-growing popularity of this form of travel seems to me to have escaped the notice of our small car manufacturers. They might combat the irritation caused to us by being held up sometimes for many miles behind these levitators by giving us a higher power-weight-ratio or an extra ratio in the gearbox. It seems, however, that only Singer have taken note of the matter and acted accordingly.

Let me say here, although, perhaps, the remark hardly belongs to this article, that the bulk of light cars are getting too slow and too stodgy in acceleration for present-day traffic conditions. Nobody likes to be perpetually passed on hills, and I have yet to meet the man who can find enjoyment in having to manoeuvre for miles on end before the road ahead provides an opportunity to overtake inch by inch a bus or lorry which is immediately in front of him.

One has been pleased to note that 1930 has witnessed the adoption of automatic traffic control in dozens of new districts to the benefit of everyone. At the same time it should be noted, however, that the various local authorities have shown themselves to be extremely slow in adopting the Minister of Transport's recommendations of over a year ago in connection with making cross-roads inherently safe by designing them on the circus principle.

Our road builders and road authorities also have not shown themselves to be singularly clever in connection with non-skid surfaces. One hoped at this time last year—at the close of a season marked by a sharp increase in the number of road accidents—that the cross-roads problem and the matter of slippery highways would be dealt with during 1930. The progress made, however, has been pitifully small.

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MOTOR NOTES

MOTOR-CARS "STAY YOUNG."

DEGREES OF WEAR AND TEAR.
MODERN MILEAGE ON ASCENT.

Automobiles "stay young" a greater number of miles than formerly, according to results of the latest of a series of tests made periodically during the last 10 years in America.

The tests covered every make of car on the American market and all "degrees of wear," and it was found that the average American automobile will run 30,000 miles before new piston rings are required, as compared with an estimate of 25,000 miles made three years ago and 20,000 miles 10 years ago.

C. M. Larson, supervising engineer, in summarizing the results of the tests, said:

"The best indicator of the operating age of an automobile engine is the amount of wear of piston rings and cylinder walls. The clearance between rings and walls is now increasing more slowly than in years gone by, and in most cars there is little 'blow-by' through this space, except when driving at excessive speeds, until after a record mileage of 3,000 to 5,000 miles. To seal this clearance and prevent 'blow-by' we have found that a heavier bodied oil is desirable at this point in the motor's life."

"Henceforth, our recommendations in most instances have called for a still heavier oil at about 12,000 miles, but we found that it is now safe to delay this change under normal driving conditions un-

til the car has travelled from between 15,000 and 20,000 miles.

"New piston rings, heretofore advocated at about 25,000 miles for the average car can now be safely deferred until the car has gone 30,000 miles. However with cylinders re-bored and oversized piston and rings refitted, so that it is restored to the condition of a new engine, I must caution that the oil originally recommended for the engine should be used, shifting to the next heavier grade after an additional 3,000 to 5,000 miles. However if only new rings are fitted, the 3,000 to 5,000 mile recommendation should be followed."

"Rationalizing."

Mr. Larson, in explaining the reason for these findings, said: "First, dilution of oil caused by unburned gasoline seeping past the piston rings into the crankcase has been lessened by improvement in the quality of gasoline marketed, plus improvement in carburetion and ignition systems; and adoption of thermostatic control of radiators and crankcase ventilators."

"Second, contamination from dust and grit has been reduced in three ways: (a) improvement of highways, (b) better designed lubricating systems, and (c) installation of filters and other means of keeping out contamination and cleaning the oil during circulation."

"Third, a larger percentage of owners drain their crankcase at regular intervals, replenishing with clean oil."

"Fourth, more care is given to the average automobile prior to actual delivery to the buyer."

"Fifth, the quality of metals and workmanship has been improved. This factor, however, has been largely offset by higher engine speeds."

WOMEN'S INFLUENCE ON MOTOR SHOW.

EASIER GREASING AND GEAR-CHANGING.

Not many years ago Olympia was a place sacred to the male; the annual Motor-car Exhibition was an exhibition where groups of oily-handed men congregated to debate the merits or demerits of overhead valves as opposed to side valves, or of the wet plate clutch versus the dry plate clutch.

What a change there has been! This year's Motor Show was essentially the "Woman's Motor Show."

Until women began driving, and maintaining motor-cars of their own, manufacturers were content to turn out a mechanic's job. It mattered not to the average designer whether this meant contortionist movements to get at the grease points on the universal joint or whether it was next to impossible to empty a sump without the owner getting covered with dirty oil. Gearboxes were designed as an afterthought and were usually extremely difficult to manipulate.

But this year even the most obstinate of car designers has seen the danger light and has designed his car to please and suit the woman driver.

Any one who has suffered in the past from obstinacy of the designer who would put everything that required attention in the most inaccessible spot, would welcome the woman's influence.

Easier Greasing.

The examples of next year's cars, which have already been displayed, promise the motorist an easier time in 1931 than in any year since cars were first made. Many manufacturers have introduced a series of oil pipes leading to a battery of lubrication points to make greasing simpler, but, what is more important to the average motorist, is that many garages have introduced an electric power grease-gun, and that for a few pence they can have their cars greased throughout in a very few minutes.

It was the woman driver who forced the manufacturers to invent and introduce the silent third gear. Last year the "silent third" was a novelty. This year it is standard on more than half the models displayed.

Since ever cars were built men drivers have been content to change gear on the "hit or miss" principle. But the first time a woman crashed her gears she protested. Manufacturers took notice. And now this year there were two cars at Olympia fitted with self-selecting gear devices, so that even the most awkward of drivers has no excuse for making a horrible noise when changing gear.

This device has already proved particularly popular with the woman driver, and it is certain that next year many more companies will adopt it.

Safety Glass.

When women began motoring in earnest safety glass was invented. Now that women choose most cars safety glass has become standard.

Women will not look at anything which looks difficult—and so the last motor show will go down to history as the show when engines and transmissions became simple.

Simple controls have been designed, all of them fitted on or close to the top of the steering arm. In many of the cars the half dozen control switches which previously worked the starting mechanism, the horn, the lamps, and the dimming device, have been abolished, and two buttons have taken their place. Greasing is much more comfortable, and motoring has become much more refined. One car which attracted considerable attention from women was fitted with a miniature vacuum cleaner. By pressing a switch and holding a small brush every seat may be thoroughly cleaned in a few minutes, and the woman owner may sit down knowing that even her lightest dress will not be soiled.

The Chameleon.

Everything that can be done to simplify maintenance work has been done on the new models. For example, on one stand there was a car fitted with shock absorbers which can be adjusted from the inside of the car by turning one lever.

In another car there is a small tap which when turned one way allows the used oil to run freely from the sump. When turned in another direction it allows the water from the radiator to run off. This device is particularly useful on frosty nights.

So far have some of the coach builders gone that it is now possible to order a "beachman's" motorcar. This car is supplied with a series of loose covers to take the unfashionable woman may change the colour of the upholstery to suit the particular dress she may be wearing at the time.

THE LIGHTER SIDE.

Every car owner—whether he drives his own 'bus or otherwise—has some amusing tale or other to tell "when he was last on 'Homa leave'" or something of the sort. Below we give a few of the stories of some of the Home owners and shall be glad if local motorists will send in any such story that they might like to tell.

Stepping on the Gas.

Barriester at Shoreditch County Court to-day.—Can you tell us the pace of this motor-car?

Witness.—I am afraid I cannot. It was not there after I looked.

It's a Grand Name, it is, Bedad!

Hurrying to an appointment, the driver of a "Henry" endeavoured to pull up immediately behind a magnificent limousine which stood outside a New York store.

Misjudging the distance, he crashed into it.

A "Cop" rushed up.

"What's your name?"

"Murphy!"

"Faith! So's mine. Where do you come from?"

"Kilkenny!"

"Begobos, I'm from Tipperary. I'll pull in the 'budy in front for backing into yez!"

Age Cannot Dim Nor Custom Stale

that "Lizzie."

Just as the big saloon leaves the wayside petrol station up rushes an old "Lizzie" steaming hard. The occupant jumps out.

"Petrol, Sir!" says the garage hand.

"No! Gallon o' water, please, and 'old 'er while I gets in."

Here's An Old One.

A tourist walking along a country lane came across a man with dejected expression on his face gazing up into a large oak tree.

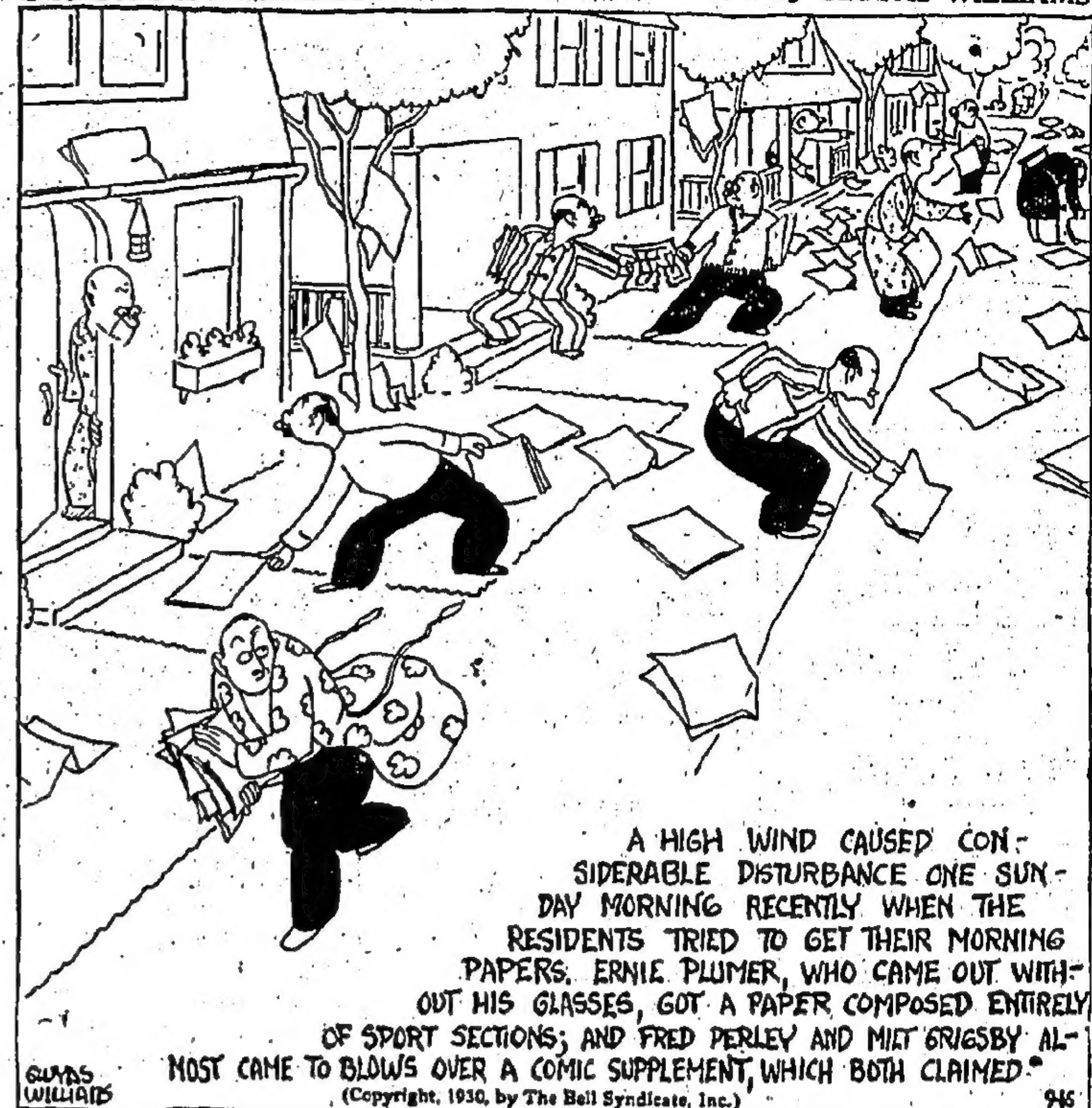
Following his glance the tourist was astonished to see a baby car wedged among the branches.

"How on earth did that get there?" he inquired.

"Well, as a matter of fact," replied the unhappy owner, "I was trying to crank it up and it flew right off the handle."

SUBURBAN HEIGHTS

By GLUYAS WILLIAMS



A HIGH WIND CAUSED CONSIDERABLE DISTURBANCE ONE SUN-DAY MORNING RECENTLY WHEN THE RESIDENTS TRIED TO GET THEIR MORNING PAPERS. ERNIE PLUMER, WHO CAME OUT WITH-OUT HIS GLASSES, GOT A PAPER COMPOSED ENTIRELY OF SPORT SECTIONS; AND FRED PERLEY AND MIT GRIESBY AL-MOST CAME TO BLOWS OVER A COMIC SUPPLEMENT, WHICH BOTH CLAIMED.

A Story with a Satanic Favour . . .

After a somewhat hectic life the motorist had passed to the other world.

Upon taking stock of his surroundings, he found himself in a magnificent garage, full of superb cars of the latest make; while a uniformed assistant informed him he had only to express a wish and it would be granted.

"Then I am in Heaven, after all," thought the motorist, and, turning to the garage assistant, he asked: "Can I have one of these cars?"

"Certainly, sir," was the reply. Selecting a latest model Rolls, the motorist seated himself, with a happy sigh, at the wheel. A pleasant road stretched before him; he prepared for the most wonderful run he had ever experienced.

But the car failed to move.

"Hi!" he called to the assistant. "Fill her up with juice, will you?"

But the assistant shook his head.

"Sorry, sir," he replied, "but you can't get petrol here."

"Then how can I drive the car without it?"

"Ah," smiled the assistant

happily. "You can't! That's why they call this place Hell!"

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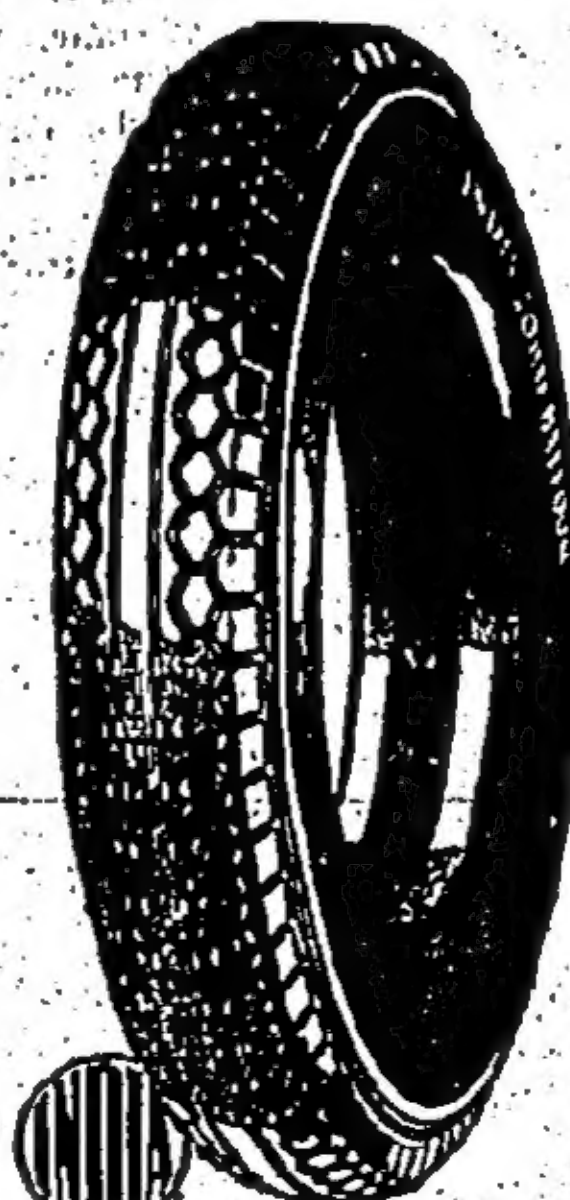
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"Thus as long as the present state of affairs regarding the railway is not affected by a change of its administration or by mutual agreement or by China purchasing the railway, the present status of the Mukden-Anshan based on the shipping and the railway should not be altered. No one-sided action or the free will of any party. The much-regretted conflict of 1929 is convincing proof, I believe, of the necessity for both Governments observing this position. I hope that this proposition of the Soviet Government, dictated as it is by the sincere desire successfully to conclude and finish the work of the Mukden-Anshan railway, will be accepted by the Chinese Government. The good relations between our two countries, will be accepted by the Government of the Chinese Republic."

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Lord Salisbury writes: "With respect to *men*, who have been divorced for their own adultery Lord Salisbury would be very glad if your Majesty should decide to give them no social recognition of any kind. It would have a very valuable effect on public morality and the change would be a very considerable one."

The Queen writes: "She entirely agrees about the gentlemen, I would have the best effect. Society is too bad now; some step should be put to it."

There are disclosures of a highly "sacred" nature. Lord Salisbury writes: "I have always said, 'England's greatest danger.' This was in 1889.

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treatment—Box No. 11413, CALCUTTA
[1949]

PESTS WHO "WORK" THE TRAINS.

VICTIMS ASKED TO ASSIST
THE POLICE.

Scotland Yard has agreed to co-
operate closely with the railway
police in a drive to stamp out gangs
of cardsharps on the London
suburban trains.

Cardsharps who "work" the
trains have doubled in numbers
since the war.

Most of them are known to the
railway police officials, and they
even nod insolently to these police
when they meet them on railway
platforms. Action is difficult, how-
ever, unless victims make a com-
plaint immediately.

Three cardsharps were sent to
prison with hard labour last month
at a North London police court.
They were convicted of offences on a
London and North-Eastern Rail-
way train between Liverpool Street
and Clapton.

"The public can help us more
than they do to clear the trains of
these pests," said Chief Inspector
A. E. Earle, of the London and
North-Eastern Railway police to a
Press representative.

"I wish travellers who have been
approached would come forward to
assist in prosecutions. There have
been cardsharps ever since trains
began to run, but not in such num-
bers as they are to-day."

"It is surprising that people still
fall for the time-worn three-card
trick."

"A person who seems to be a
stranger to London is usually mark-
ed down in the railway station by
the gangsters, who enter his com-
partment one by one, pretending to
be strangers to each other."

"If the 'pigeon' makes a scene
when he finds himself cheated he
often gets his money returned, but
usually he is too frightened."

"London cardsharps nowadays
are working in families. It is not
uncommon to find a father and son
'working' the trains together."

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liant with life and love.
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Girls!

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Nathan Road. Phone 57222.

CITY HUSHED TO HEAR MUSIC.

TRIUMPH OF ENGLISH
COMPOSERS.

NORWICH FESTIVAL.

The Lord-Lieutenant of Norfolk,
the Lord Mayor of Norwich, and
the Sheriff of the City entered St.
Andrew's Hall a few minutes be-
fore 11.30 one morning last month.
Sir Henry Wood followed, amid a
burst of applause. He raised his
baton and 1,500 people—a choir of
250 and auditors—sang the Nation-
al Anthem.

The Thirty-third Norfolk and Nor-
wich Triennial Musical Festival had
begun.

Crowds lined the pavements out-
side the hall to watch the arrival
of the performers and the audience.

The streets surrounding the hall
had been cleared of vehicles for
half-an-hour, and a cordon of police,
stretched for a radius of a quarter-
mile, prevented any traffic distur-
bing the performance. Neighbouring
church clocks had been stopped,
and factory hooters were silent.

No untoward sound marred the
beauty of Sir Edward Elgar's "The
Apostles," with which the festival
opened. Dr. Haydon Hare, to
whom Sir Henry Wood paid gener-
ous tribute, was at the organ.

Two Years' Rehearsal.

Dr. Hare is the master of the
festival chorus of 250 voices, who
are all drawn from Norwich and
the neighbouring towns. They have
been in rehearsal since October
1928, and evidence of their hard
work was abundantly shown in
their singing to-day.

Miss Elsie Suddaby sang the
parts of the Blessed Virgin and the
Angel Gabriel with fine clarity and
restraint. There was genuine feel-
ing in Miss Muriel Brunsell's ren-
dering of the Mary Magdalene pas-
sages and the apostles of Francis
Russell, Horace Stevens, and Fre-
derick Woodhouse were all excel-
lent.

Mr. Frederick Woodhouse's mov-
ing interpretation of St. Peter will
long remain in memory, and the
Jesus of Mr. Arthur Cranmer was
in the line with the grandeur of the
whole performance.

Dr. Heathcote Statham was given
a fine welcome when he entered to
conduct Brahms' Third Symphony.
One of the successes of the day was
the new symphony by Arthur Bliss,
entitled "Morning, Heroes," con-
ducted by the composer.

EASTERN NEWS IN BRIEF

PARS FROM EVERYWHERE

A 25 per cent. increase in all
railroad fares throughout the Soviet
Union has been announced, effective
from November 1. The increase will
affect foreigners in transit through
the Soviet Union on the Trans-
Siberian railroad or between
Europe and Persia.

A leading official of the Waichiao-
pu, in an interview with members
of the Chinese Press, says that a
new treaty has been concluded be-
tween China and Nicaragua where-
by Chinese in that country will en-
joy treatment under the "most
favoured nation" clause. The official
further says that China will
shortly announce her recognition of
the new Brazilian Government as
other Powers have done.

Three proposals will be presented
by the Ministry of Railways to the
Fourth Plenary Session of the Cen-
tral Executive Committee of the
Kuomintang. The first proposal is
to the effect that all materials or-
dered by government railways should
be exempt from taxation for three
years so as to facilitate the build-
ing of railways. The second and third
proposals call for the allocation of two-
thirds of the returned Italian and
Russian Boxer Indemnity funds for
the completion of the Lungshai Rail-
way.

MAURICE CHEVALIER
HOOTED.

ANNOYED BY EX-SOLDIER'S
LAUGH.

Maurice Chevalier, the famous
comedian, was hooted and booed
when singing at a Nice music-hall.
He suddenly stopped in the
middle of a song and stepped from
the stage into the auditorium.
There he began to abuse a man
whose laugh, Chevalier said, "an-
noyed" him.

The audience at first thought it
was a pre-arranged joke, but they
soon discovered it was nothing of
the sort. The man whose laugh had
offended Chevalier declared he was
a wounded ex-serviceman, and the
audience took sides with him and
hooted and booed Chevalier.

Maurice Chevalier is going to
London in December, when he will
appear for two weeks at the Domi-
nion Theatre at a salary of £4,000
a week.

THE SILVER SCREEN.

"DEVIL-MAY-CARE."

The opening of "Devil-May-Care"
at the Queen's Theatre was a dis-
tinct event. Hundreds of Ramon
Novarro fans were present, all
eager to see their favourite's
excursion into the singing and
talking pictures.

They came away well entertained
and with the star more firmly
enshrined in their affections than
ever, for he proved that he has an
exceedingly easy, smooth and well-
trained operatic tenor voice. Cer-
tainly one would say that as a
"great lover" of the screen his
technique is decidedly amplified by
his rendition of such really extra-
ordinary love ballads as "Charm-
ing" and "The Shepherd's
Serenade."

Besides Novarro, two other mem-
bers of the cast sing in the picture.
Marion Harris, as the Countess,
while proving herself an excellent
dramatic actress, has a "blues"
number, "If He Cared," which is
one of the high spots of the picture.
Dorothy Jordan, the little miss
from musical comedy, is heard in
duets with Ramon Novarro which
offer excellent opportunities for her
piquant voice.

"NAVY BLUES."

William Haines, who learned
football, baseball, golf, polo and
the art of military drilling for
screen roles, declares he was up
against the hardest lesson of all
during the making of "Navy Blues,"
his first all-talking vehicle, which
will be shown on Sunday at the
Queen's Theatre. This last job was
nothing less than learning to dance
the hornpipe.

"It took six times as much work
as polo," complained the Metro-
Goldwyn-Mayer star. The hornpipe
was necessary for a sequence on
board a U.S. warship on which a
large share of the picture was made.
People who wonder how sailors
behave both aboard ship and on
shore will be given an insight in
"Navy Blues."

Assisting William Haines are
Anita Page, Karl Dane and J. C.
Nugent.

TO-DAY'S WIRELESS
PROGRAMME.

BROADCAST BY Z.B.W. ON
355 METERS.

11 to 11.30 a.m.—Commercial news

11.30 a.m.—Chinese programme.

12.30 p.m.—European programme.

1.30 p.m.—Weather report.

2 p.m.—Close down.

2 p.m.—Chinese programme.

7 p.m.—European programme of
H.M.V. and Victor records sup-
plied by Messrs. Moutrie & Co.

Children's Bedtime Stories.

"When We Were Very Young"
(A. A. Milne) and "Now We
Are Six" (A. A. Milne)—Mimi
Crawford, Soprano.

"The Fairy Adventures of Molly
and Jack" (Grey)—Talking in
English.

7.15 p.m.—From the Studio: Dr.
G. A. C. Hekroli will give the
4th of the series of talks on
Horticulture.

Operatic.

7.30 p.m.—

"The Twilight of the Gods" (Wag-
ner)—Symphony Orchestra.

"Pagliacci"—Ye Birds Without
Number" (Leocavallo) and
"Thais"—Meditation (Masse-
net)—Mary Lewis, Soprano.

"Maison Lescant—Donna non vidi
mai" (Puccini) and "Tosca—
Recondita Armonia"—Benja-
mino Gigli, Tenor.

"Herodiade—Il est doux, il est
bon" (Massenet) and "Jeanne
d'Arc—Adieu, forêts" (Tchaik-
ovsky)—Maria Jeritza, Sop-
rano.

"Tosca—Love and Music" (Puc-
cini)—Maria Jeritza, Soprano.

"Samson et Dalila—Mon Coeur
S'Ouvre a ta Voix" (Saint-
Saens) and "Trovatore—Tierce
Flames Are Soaring" (Verdi)—
Louise Homer, Contralto.

8.15 p.m.—From the Studio: Trios,
piano solos and violin solos
(selected).

Miss Jean Braga.....Viola.

Miss C. Braga.....Piano.

Mr. John Braga.....Violin.

9 p.m.—Weather report, local time.

9.05 p.m.—Experimental relay
period.

Savoyard Reminiscences.

"The Gondoliers"—Selection.—
Band of H.M. Coldstream
Guards.

"Patience"—Selection.—Band of
H.M. Coldstream Guards.

"H.M.S. Pinafore"—Selection.—
Band of H.M. Coldstream
Guards.

Concert Items.

10 p.m.—

"To a Wild Rose" (MacDowell)

and "To a Water-Lily"—Chi-
cago Symphony Orchestra.

"The Hazel Dell" and "Lily
Dale"—Olive Kline, with mple
quartette.

Serenade (Mozzowski), "Au-
bade" (Auber) and "Liebes-
leid" (Kreiser)—San Francisco
Symphony Orchestra.

Rosa Ponselle, Soprano.

10.30 p.m.—Close down.

QUEEN'S

FROM TO-DAY
At 2.30, 5.10, 7.15 & 9.20.



MUSICAL ROMANCE

TO the Novarro of "Ben Hur"
and other sensational hits,
now add the attractions of talking
and a superb singing voice! The
romance of romances!

with
MARION HARRIS
DOROTHY JORDAN

NEXT CHANGE

Laughs! Cuties! Gobbs!
—the thrills and romance
of the destroyer fleet!



STAR

FINAL SHOWINGS TO-DAY
At 5.30 & 9.20.

HARRISON FORD

in

"NO
CONTROL"

with PHYLLIS HAVER

WORLD

FINAL SHOWINGS TO-DAY
At 2.30, 5.15, 7.15 & 9.20.

Interpreter at All Performances.



The

MIDNIGHT TAXI

ANTONIO MORENO

MYRNA LOY-WILLIAM RUSSELL



White Dress Waistcoats

Tailored from pique and marcella fabrics, we offer an exceptional range from which a man can easily select the style most becoming to him.

There are single or double-breasted styles, also the backless waistcoat which has become quite popular.

Prices range from \$8.50 to \$16.50 each.
Less 10% discount for cash.

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"SEND IT FOR DRY CLEANING."



Our dry cleaning process saves the cost of new clothes and lengthens the life of old ones.

SUITS, GOWNS, COSTUMES, HATS, SPORTS COATS, LOOSE COVERS, BEDSPREADS AND BLANKETS.

WE CLEAN THEM ALL
CARPETS & RUGS SPECIALLY SHAMPOOED.

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Hong Kong Depot:—18, Stanley St., Tel. 21279. (Peak Hotel Depot)
Peninsula Hotel (Visitors only). Hong Kong Hotel (Visitors only).

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WITNEY BLANKETS
Medium weight and quality
Light, warm, and reliable.

For Single Beds
\$32.50 & \$45.00 pair.
For Medium Size Beds
\$57.50 pair.
For Double Beds
\$72.50 pair.

PURE WOOL MERINO BLANKETS.

Extremely light and warm.
One of the best qualities obtainable.
Cot Size Single Bed
\$16.50 pair \$95.00 pair
Double Bed
\$150.00 pair

PINK MERINO WOOL BLANKETS.

Nice shade, bound ribbon. Size 88 by 100 inches.
\$150.00 pair.

COLOURED WOOL BLANKETS.

Pure Wool in Blue or Fawn. Size 68 by 84 inches.
\$25.00 each.

FAWN CAMEL HAIR BLANKETS

Fine Wool, Key Border. Size 66 by 80 inches.
\$42.50 each.

WHITEWAY LAUNDRY & CO., LTD.
SHEWAN TOMES & CO., LTD.

TRAFFIC CASES.

FOUR EUROPEANS FINED.

A number of Europeans appeared before Mr. Lindsell at the Central Magistracy yesterday; summoned for traffic offences.

Mr. J. Segala, charged with lacking a number plate, on the front wheel of his motor-cycle pleaded that he had already been fined at the Kowloon Court for the same offence.

As this occurred three days previously, his Worship asked him why the matter had not been attended to at once.

Mr. Segala replied that this was the first opportunity he had had of bringing the machine over to the garage. It was there that he was stopped by the Traffic Sergeant.

The Police Sergeant informed his Worship that Mr. Segala told him he was on his way to Happy Valley to play golf.

Mr. Segala pointed out that the Man Lee Garage, for which he was bound, was also at Happy Valley, and that he had intended to leave the machine there while he went to a game.

A fine of \$5 was imposed.

Lieut. Bidulph, R.A., admitted two summonses, for driving his car without a licence and for overtaking another vehicle on the wrong side of the road, in Queen's Road East. He pleaded that it was due to carelessness, as he had failed to keep his appointments for the requisite test. He informed the Bench that he had since been tested and had paid for the licence.

Mr. Lindsell inflicted a fine of \$5 on each summons.

Mr. W. G. Oliver, of the Royal Naval Hospital, admitted making a mistake, when summoned for passing the red light at the Garden Road junction, while going west in his car.

A fine of \$10 was inflicted.

Mr. Coleho was fined \$5 for driving a motor-cycle with a rear-light out of order, at Queen's Road Central, on the 12th inst.

SINGAPORE WEDDING.

MR. P. H. BIRT AND MISS MARGARET BRYAN.

The wedding of Mr. Philip Harold Birt, manager of the Nestle and Anglo-Swiss Condensed Milk Co., Penang, and youngest son of Mr. and Mrs. C. E. Birt, of Worthing, and Margaret Dorris, eldest daughter of the Rev. Dr. J. Ingram Bryan, of Yokohama, took place at St. Andrew's Cathedral on November 8. The Rev. J. V. Westlake, officiated, and Mr. C. H. Withers Payne was at the organ.

The bride wore a graceful white georgette gown of medieval design and long embroidered silk net veil, held in place by orange blossom, and carried a shower bouquet of pink carnations and honeysuckle. She was given away by Mr. R. Rennie Turner, and was attended as bridesmaid by Miss Bruce Petrie, who wore blue floral chiffon and carried a sheaf of red carnations. Mrs. R. Rennie Turner, the mother of the bride, wore a gown of beige lace and georgette with a hat of a deeper shade. Mr. G. A. Pitt was best man.

A reception was held at 2, Bukit Sedap, the residence of Mr. and Mrs. R. Rennie Turner, where the usual toasts were honoured. The bride's going-away dress was of blue printed crepe de chine with a coat and hat to match. Under a shower of confetti the happy couple left for their honeymoon, which was spent at the Crang, Penang.

TWO MEN AND A SHARK.

GHIM BATTLE AT SEA OFF CEYLON.

With the advent of the North-East Monsoon, fishermen off the Negombo coast are being subjected to severe trials in the pursuit of their industry.

Two fishermen of the village of Duwa, who happened to be out engaged in deep-sea fishing, told a story of an experience that makes the hair "stand on end."

It appears that they put out to sea one evening, when there was no indication at all of the terrific storm that all but overwhelmed them. When some miles out they were caught in a terrific gale which blew them further and further out.

The mainmast gave way, and they were left at the mercy of the sea. Already faced with destruction, the men were suddenly horrified to see a huge shark making for the boat.

The fishermen lifted their oars and began battering the fish, and succeeded in maiming it and causing it to release its grip on the boat.

The two men drifted in their boat last morning without food or water, completely exhausted, until at last they were noticed by a passing ship which towed them ashore.

ADELE CLEMENT.

CELLO CONCERT PROMISED NEXT WEEK.

Music lovers are promised a treat on Tuesday, November 25, when Mlle. Adele Clement will give a grand cello concert in the old Chamber of Commerce room in the City Hall.

Mlle. Clement won a first prize at the Paris Conservatoire, and is a cultivated cellist, who exhibits a finished technique expressed with artistic feeling. She has played in many important continental towns with great success, and the reception she won in London added very considerably to her reputation. The *Journal World* thus reports two concerts given in London:—Miss Adele Clement's cello, playing is fluent and sympathetic. Her tone is pure and her general phrasing intelligent. Her facility of both bow and finger as well as the higher facility of interpretation, were all in a high plane of excellence.

The programme which Mlle. Clement will give next Tuesday is an interesting one, getting away as it does from the formal pattern of a classical concert and yet nicely balanced. It runs as follows:—

1.—Sonata (harmonica par Alex. anian).....Brevet (180 Siecle). Allegro assai

Adagio molto cantabile

2.—(a) Elegie.....Faure. (b) Menuet.....Valentin. (c) Ade.....A. Tcheropine. (d) Parmi les sentiers fleuris.....Gennaro.

(e) Piece en ut mineur.....Nadia Boulanger.

3.—5 Preludes (Violoncelle Seul) (dedicé à Adele Clement).....Abbate.

Lentamente

Allegretto vivace

Capriccio

Andante

Allegro vivace.

(Interval.)

4.—Suite Galante.....Delune. Dedication—Preambule—Albade—Aven—Propos berceurs—Fugato.....en tapinois—Serenade inattendue.

5.—Variations Symphoniques.....Boellmann.

The time of the concert and details as to the price of seats will be announced later. Music lovers would be well advised to keep next Tuesday free of other engagements for the promised concert is one which will undoubtedly well repay attendance.

BIAS BAY PIRATES.

CANTON NAVAL PATROL.

(FROM OUR OWN CORRESPONDENT.)

CANTON, NOV. 17.

In order to suppress the notorious pirates at Bias Bay, the Canton naval authorities yesterday dispatched another gunboat, the Pingnan, there. There are now three gunboats patrolling Bias Bay, the other two being the Onpak and the Haifu. With this squadron permanently stationed in Bias Bay, the local authorities believe that piracy there will cease.

DALAI LAMA'S CAR.

FIRST ONE BEING TAKEN TO TIBET.

Lhasa, the capital of Tibet, is to know its first motor-car. The Dalai Lama, the spiritual and temporal ruler of the hidden country beyond the Himalayas, has ordered a luxurious car for his own use, and it is being carried in parts by mule transport along the tortuous and difficult road from India to Lhasa.

This was one of the many facts about the Dalai Lama recounted in London recently by Mr. David Macdonald, who for 15 years, was British Trade Agent in Tibet, and is now paying his first visit to England.

Mr. Macdonald said: The roads at Lhasa will be suitable for a motor-car, but, of course, supplies of petrol will have to be sent to Lhasa, which will be an expensive business.

I believe a young Tibetan once took a motor-cycle to Lhasa, but it so frightened the horses and mules on the roads that he was asked not to use it any more.

The Tibetans do not wish any aeroplane to fly over Lhasa as they think it might disturb the Gods. I have only twice seen an aeroplane. The second was one which I saw over London.

HONG KONG VOLUNTEER DEFENCE CORPS.

SUPPLEMENTARY ORDER.

Headquarters, Nov. 16, 1930.

All members of the Corps are notified that, until further notice, Corps Orders will be issued on every Thursday, instead of Friday during the period of camp, commencing from 20th instant.

Adjutant, H.K.V.D. Corps.

DUTCH COMMUNITY'S LOSS.

SUDDEN DEATH OF MR. VAN DORSSER.

The death occurred suddenly on Sunday at his home in May Road of Cornelis Willem Otto van Dorsser, a prominent member of the Dutch community in Hong Kong, which greatly deplores his unexpected demise.

Mr. van Dorsser was Manager of the Netherlands Harbour Works Company, and had taken a leading part in the construction of several important works during his long connection with Hong Kong and China.

He leaves a widow, a son in Hong Kong, one in Brussels and a daughter in Shanghai. The greatest sympathy is felt throughout the Dutch community with the bereaved relatives.

The funeral which took place at Happy Valley on Monday, was attended by a large number of Hollanders. A short but impressive ceremony was performed, the Reverend Gies officiating.

On arrival at the Crematorium, the Manager of the Netherlands Trading Society, Mr. A. Stokink, reviewed in a short address Mr. van Dorsser's life in the Colony, and the great loss his passing meant for his family and the Dutch community. He thanked those present, in the name of Mrs. van Dorsser and her son, for the sympathy they had so spontaneously demonstrated.

LEAVING WITHOUT A CLEARANCE.

A TECHNICAL OFFENCE.

When the coxswains of five motor-boats were charged before the Marine Magistrate yesterday for leaving the harbour limits on November 13 without clearances, Mr. A. E. Hall, who appeared for the defence, pleaded that his clients did not intentionally leave port; they were merely going out to meet the a.s. Chengtu which was due to arrive that morning.

After the case for the prosecution had closed, Mr. Hall said there was no evidence whatever as regards the position of the Chengtu. The master of that vessel could very well have been brought in to say whether his ship was outside the harbour limits, but he was not called.

Alternatively, Mr. Hall submitted that even if it was accepted that the ship was outside, his clients had been guilty at the most of a technical offence. He submitted that his clients did not set out with the intention of leaving port but of meeting a ship which was coming into port, and it was a subsequent development that the ship happened to have anchored outside. Mr. Hall further submitted that the legislature with regard to clearances was meant to apply to boats going out of the Colony to lands beyond.

After consideration the Magistrate said he agreed with Mr. Hall that the offence was purely technical. However, the law must be obeyed and he accordingly imposed the nominal fine of \$1 in each case.

POPPY DAY FUND.

RESULT OF CLUB AUCTIONS.

On behalf of the British Legion, Lt.-Col. Robertson tenders sincere thanks to the following ladies, gentlemen and firms for their generous gifts sent him for auction on Armistice Day in aid of Earl Haig's Poppy Day Fund:—

Mrs. Danby, Mrs. Hoare and Miss Potter, Messrs. Robert Sheehan, R. E. Atwell, W. Wotherspoon and H. Spicer.

Messrs. Caldwell Macgregor & Co., The British American Tobacco Co., The Sun Co., Ltd., The Wing On Co., Ltd., Gando Price & Co. and Adolph Salmon & Co.

The gifts were auctioned at the Hong Kong Club and Kowloon Cricket Club and brought in \$2,500 odd—a splendid result.

Thanks are also due to these gentlemen who graciously gave the auction at the Clubs mentioned.

KAIPING HOUSEHOLD COAL

Note Reduction in Prices

In lots of not less than 1-ton—
Delivered to Peak District (above Bowen Road), \$23.00 per ton.
Delivered to Bowen Road and Lower Levels, \$21.00 per ton.
Delivered to Peak Fulum Road, \$23.00 per ton.
Delivered to Kowloon, \$19.00 per ton.



Orders should be sent in writing not by telephone at least 24 hours before the coal is required.

All orders must be accompanied by Cash, Cheque, or Compro Order payable to The Kailan Mining Administration.

For Price Apply to
THE KAILAN MINING ADMINISTRATION
DODWELL & CO., LTD., Agents, Hong Kong.

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PLYMOUTH GIN

IS THE BEST DRY GIN FOR COCKTAILS.

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PRINCES BUILDING, 108 HOUSE STREET.

秋 秋賣菓子春賣藥 春
Fruit finds a market
AUTUMN in Autumn, and drugs, SPRING in the Spring.

Avoid unpleasant drugs by the regular use of HORLICK'S MALTED MILK. HORLICK'S will give you the strength and vigour at all seasons so that you may enjoy the fruits of Spring and the pleasure of perfect health the whole year round.

A most delightful drink; HORLICK'S MALTED MILK is readily prepared by the addition of hot or cold water.

WINTER
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HORLICK'S
THE ORIGINAL
MALTED MILK
IN 4 SIZES
14 ALL CHEMISTS & GROCERS

SUMMER
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Representative:—Messrs. H. M. HODGES, P.O. Box 1274, Shanghai



AFTER THE GAME—

A Cup of refreshing and invigorating Lipton's Tea seems to pick you up and make you feel rested. There is no tea in the whole world as good as Lipton's, and this is borne out by the fact that it has the largest sale in the world.

LIPTON'S TEA

CANTON RIDE.

GREAT SUCCESS OF
OPENING MEETING.

(FROM OUR OWN CORRESPONDENT.)

Canton, Nov. 18.
The Canton Ride held the opening meeting of their season on the Aviation Ground at Shekpi in the eastern suburb of the city, kindly lent for the purpose by General Leung and Wong, of the Canton Aviation Department.

The meeting was very well attended, some 500 people, foreigners and Chinese, all enthusiastic supporters of the Club, being present. Amongst the Chinese present were: General Gaston K. Wong, General Tsui Ting Kai, Commander Chen Hing Wan, Mr. Fan Ki Mo, Commissioner of Finance, Mr. To Yick Him, of the Canton Military Headquarters, and Mr. Tong Man Kai, Chief of the Telegraph Administration. There were also a number of foreign ladies present. These supporters of the Club first assembled at the Toot Si Club in Tungshan at about 2 o'clock in the afternoon, from which they proceeded en masse to the racetrack.

The Aviation Ground lent itself admirably for the purpose of a temporary racetrack, and the arrangements of the course reflected great credit on the Committee in charge, which had spared neither time nor energy to make the meeting a success.

Although the Club is still in its infancy, there were no less than 20 starters in the various races. Many owners sportingly started ponies which had no chance whatsoever.

One of the big attractions of the meeting was the hand, kindly lent for the occasion by General Gaston K. Wong. Splendid music was rendered, which added greatly to the pleasures of the afternoon.

There were altogether four races. The first race was won by Mr. Gavin's Albion, 150 lbs. Albion, the favourite, justified the confidence of his backers by easily finishing four lengths ahead of Mr. Wale's Zircon II, 133 lbs., and Mr. Ferguson's King Constantine, 142 lbs.

The second race provided the surprise of the day when H.E. General Chen Ming Shu's Glorious Stag, 155 lbs. (Mr. Lo Ming Wan up), carrying top weight, unexpectedly beat General Tao Yick Him's West Lake, 100 lbs., and Mr. Hardt's Macau Side, 170 lbs., in a very close finish.

The third race was a steep climb, the first of the kind ever attempted by the Club. Thirteen ponies faced the starter. Owing to the unexpected big number of starters, the hurdles proved to be too narrow for the race, which caused several ponies to lose their chance. West Lake, one of the favourites, ran out after the first jump, taking with him about half of the field, leaving the course open to Macau Side, Zircon II, H.E. General Chen Ming Shu's Tiger, 150 lbs., Mr. Crowe's Gold Medal (Mr. R. T. Crowe), 145 lbs., (Mr. Schmidt's) Fuchs, 142 lbs., and Mr. Balet's Schick, 170 lbs. Tiger and Zircon II came to grief at the last fence. Macau Side finished well, but was closely followed by Gold Medal.

After the 4th race, Mrs. R. T. Crowe very kindly presented the prizes, which consisted of silver cups.

Mr. Crowe replied on her behalf, expressing the appreciation of all those present for their volunteer work to make the Ride a success.

CANTON-WUCHOW AIR
SERVICE.

OPENING ON DECEMBER 1.

(FROM OUR OWN CORRESPONDENT.)

Canton, Nov. 17.
It is officially announced that the air service between Canton and Wuchow will be formally inaugurated on the first day of December. An elaborate opening ceremony is being prepared under the auspices of the Canton Aviation Department at Tai Sha Tau. The aerial route, in addition to its carrying passengers, will also carry mail and light packages. It takes only about an hour's time by air to traverse the distance between these two big commercial centres.

This is only one of the three projected aerial routes for Kwangtung, the other two being the Canton-Pakhoi line and the Canton-Swallow line. These two lines are expected to be in operation sometime during the early part of next year.

The following airplanes have been ordered for the service: a biplane and the Changking. They are army planes, but are being rebuilt to render them adaptable to carrying passengers.

HONG KONG EXPORTS
TO CANTON.OBJECTIONS TO LOCAL
EXAMINATION.CANTON BUREAU APPOINTS
LOCAL AGENTS.

At the Chinese Chamber of Commerce yesterday, interesting correspondence between the Chung Wah Company and the Nam Pak Hong merchants in connection with the examination of goods intended for Canton was read.

It would appear from the correspondence that recently the Canton Government, acting on instructions from Nanking, established a bureau for testing goods imported into Canton in order that no spoiled, inferior or unwholesome goods should be imported into the city.

The bureau appointed the Chung Wah Company of Hong Kong to represent them here with a view to assisting local merchants who might be shipping goods to Canton. Apparently this appointment, which necessitates the examination of goods in Hong Kong, is resented by the merchants of Nam Pak Hong, who are the biggest Chinese merchants in the Colony. These business men protest that examination of the goods in Hong Kong would sometimes occasion such delay as would ultimately lead them to miss the market in China.

The merchants accordingly wrote to the Chamber of Commerce asking them to intercede on their behalf. The Chairman at yesterday's meeting (Mr. Li Yick Mui) indicated that the Chung Wah Company were already negotiating with the local authorities over this question and when the result of these negotiations were known, the Chamber would be in a better position to take action.

Trade Mission to be Entertained.
The Chairman announced that a tea party in Chinese style will be given by the Chamber to a party of Canadian trade representatives who will be arriving in the Colony this week. He asked all those who can do so to be present and assist in every way to make the visitors welcome in order that they may carry away the true spirit of co-operation which the Chinese merchants of Hong Kong are willing to give to all foreign traders. The tea party will be given on the afternoon of November 23.

Help for Kwangsi.
An appeal from the city of Nanning in Kwangsi has been received by the Chamber. The appeal states that the city has suffered terribly during the recent warfare between Kwangtung and Kwangsi and that much money is needed for the work of reconstruction. There were also many individual cases of suffering. The Chairman asked those who can do so to assist as generously as possible.

MUI TSAI BEATEN.

MISTRESS HEAVILY FINED.

A Chinese woman residing at 114, Wooning Street, was brought before Mr. H. R. Butters at the Kowloon Magistracy yesterday on charges of keeping an unregistered *mui-tai* and with assaulting her.

Mr. J. Barrow, of the S.C.A., prosecuted, and Mr. F. C. E. Rendell appeared for the defendant.

The *mui-tai* stated that she was given to the defendant when she was three years old. On November 11 her mistress (the defendant) suggested to her that she should become a prostitute. She refused and defendant then beat her with a Chinese foot-rule.

In reply to Mr. Rendell, witness stated that her mistress beat her frequently.

Dr. Tang Yee Yuen, medical officer at the Kwong Wah Hospital, stated that he examined the girl and found altogether 23 cane marks on her back. She had a bruise on the left chin and numerous small bruises on her legs. In witness, the girl said she was very severely.

The defendant was fined \$100 for keeping an unregistered *mui-tai* and \$50 for assaulting her.

CORRESPONDENCE.

[All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired, but as evidence of good faith.—Ed.]

THE GUY FAWKES
CARNIVAL.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS,"]

SIR,—The Committee of the Guy Fawkes Carnival in aid of the Helena May Institute (Kowloon Branch) Funds wishes through the medium of your paper to thank all those friends who helped to make the fête such a success.

We are grateful to Lady Peel for so kindly opening the fête, the Hon. Mr. E. R. Hallifax for speaking on behalf of the Committee and to the President and Committee of the Kowloon Cricket Club for lending us their beautiful cricket ground, to the Officer Commanding the A. and S. Highlanders and the 2nd Bt. Punjab for lending their pipers and drums, to Mr. R. M. Dyer, C.B.E., for permitting Mr. Jenner to help on the Committee and for the loan of "The Human Seal" and the Chinese Divers, to Commander Morris, R.N., H.M.S. Tamar, to Miss Capell and her pupils, to the Lilliputians, to the following who gave donations:—

Messrs. A. Gocke & Co. \$10
Messrs. Davis & Co. 25
Messrs. Mitsui Bussan Kaisha 30
Messrs. Asiatic Petroleum Co. 50
Dr. Kotewall 15
H.H. the Chief Justice 10
The Majestic Theatre 50

To the following firms for gifts and assistance:—Messrs. British American Tobacco Co., Boteho Brothers, Bitter & Co., Blue Bird Co., Colonial Dispensary, Café Pavilion, China Light & Power Co., China Gas Co., Club de Recreo, Messrs. The Dairy Farm Co., Der A. Wing & Co., Gilman & Co., Ltd., Mr. Howard, Messrs. John D. Hutchison & Co., Hong Kong and Whampoa Dock Co., Ltd., Melchers & Co., Kwong Man Loong, Keller, Kern & Co., Ltd., John Manners & Co., Nestle Milk Co., Reuter Brockelmann & Co., The Peninsula Hotel, St. Andrew's Church, Messrs. Tsang Fook & Co., Tai Kok Sugar Refinery, Union Trading Co., Harry Wicking & Co., Wing On Co., Wing Hing, A. S. Watson & Co., Ye, Olde Printerie, also to all who helped:—

Messdames Bishop, Carruthers, Dalgleish, Dinnen, Donald, Evans, Ferguson, Ingram, Jones, Lewis, Marlow, Martin, McIntosh, Minnett, Orchard, Rendell, Scriven, Smalley, Shellshear, Telfer, Thomson, Ware,

Misses Joan Bishop, Braga, M. Braga, Myra Chan, Margaret Chan, Esther Chan, Agnes Chan, B. Chan, Chong, Claire, R. Cole, Dudley, Field, Fox, Gardner, Gittins, Lack Kacker, Kwok, Law, Lopez, Macgrann, Moon, Mow Fung, Murray, Remedios, Robinson, Smith, White, Weller, Wentworth, Whitley Smalley.

Messrs. H. Annis, F. Bishop, W. C. Bruce, C. Burford, Bond, L. Cole, C. G. Copley, C. Carruthers, C. Canniford, R. Dorrer, J. J. Ferguson, E. F. Fincher, J. Grenham, W. H. Hill, A. Hill, F. J. Jenner, V. C. Labrum, J. C. Lyl, J. Marshall, J. Miller, E. R. Murphy, T. Rees, Simpson, Smith, J. Sweet, A. V. Tickle, D. Trafford, J. Wilson, C. L. Wenham, P. White, R. Wong, F. Wong, R. Woolley, S. M. West, Lieut. Jewitt.

The Guides, Cubs and Scouts and members of the Bellies Old Girls' Association.

It is very much regretted that Miss E. L. Rogers, the Hon. Secretary to the Committee, was taken ill with fever a few days before the fête and was unable to be present on the day. Miss R. Mow Fung nobly came to our help and saw Miss Rogers' work through.

The Committee hope to clear \$2,000 when all expenses are paid, which sum will be handed over to the Kowloon Branch of the Helena May Institute.

KATHARINE GREARY,
President, Fete Committee.
Helena May Institute,
November 17.

MURDER OF FATHER
JUSTIFIED!SON'S STATEMENT AT
SESSIONS TRIAL.

YOUNG WOMAN ACCUSED.

A remarkable statement was made at the Criminal Sessions yesterday by a Chinese to the effect that the murder of his father was justified according to Chinese custom which demanded the death of a man guilty of indecently assaulting a female relative. The witness was the brother-in-law of a village maiden, who stands charged with the crime. Another accused in the case, Tang Yung, whose trial on a similar charge will take place tomorrow, is the wife of the deceased.

It was revealed in the course of evidence that the body of the deceased was exhumed two days after burial without a Magistrate's order or a doctor being present, which was commented upon by the Judge. The case came before the acting Chief Justice (Mr. Justice Wood) and a jury. Mr. Somerset Fitzroy appeared for the Crown, and Mr. Leo d'Almada, jr., defended, instructed by Mr. W. D. Owen (Messrs. Hastings, Denny & Bowley).

In the course of presenting his case to the jury, Mr. Fitzroy mentioned that Tang Yung caught her husband in the act of making overtures to his daughter-in-law, Pun Chiu Ling, the accused, on the morning of September 1 at Sheung Tse Village, Au Tau. It was not clear exactly what happened, but there seemed to have been considerable excitement. The matter became serious later in the day following a meeting of the villagers. Cheung Yau Pak was killed and buried the same evening.

Counsel continued that evidence would be brought to show that Tang Yung assaulted her husband with an iron bar, and that Pun Chiu Ling also joined in the assault. A rope was then tied round the man's neck.

Decomposed Body.
Dr. Kenneth Utley stated in evidence that he examined the body at the Kowloon Mortuary on September 4. There was a rope round Cheung's neck with a deep indentation. The body was in an advanced state of decomposition all over and he was of the opinion that decomposition had been partly hastened by a severe beating administered before death. He was of the opinion also that the wet weather had assisted decomposition. No marks were visible owing to the state of the body.

Witness said he was unable to state the cause of death. The state in which he found the body was consistent with strangulation. If the deceased had been struck on the head sufficiently hard with a stone or stick to cause death, witness would have found marks of it, but there were none.

In answer to his Lordship's question, witness agreed that it was possible that the rope was applied to the neck after death. If that were the case the signs of strangulation would still have occurred. It was also possible that the man died from shock after a series of blows.

Son Threatened by Father.
Cheung Luk Shan, younger son of deceased, in his evidence, said that he left the village early in the morning and returned at 11 a.m., when his mother made a report to him. As a result he went up to his father and said: "You are a man over 60 years of age; why should you behave indecently towards your daughter-in-law?" The father replied: "Get away; never mind about my affairs."

Witness said that a little later he was in his uncle's house, when his father entered with a knife with the intention of killing him, mentioning that witness had told some people about the incident in spite of his warning not to interfere in his affairs. Witness escaped from the house and complained to the villagers. After the evening meal in his uncle's house, witness found that his father had been murdered by his mother and the accused.

He asked the villagers to bury the body, which was done by five men carrying it away to the hill.

"A Fiore Man."
His Lordship: Why did not the villagers punish him in some other way such as sending him away from the village?

Witness: My father was a very fierce man. Who would dare to turn him out of the village?

Witness went on to say that he was not satisfied with the way the case was handled. He said he was a *fiore man*, a man committing such an offence would be shot by the Government.

(Continued on next column.)

HEALTH BUREAU
CASE.DEFENDANT COMMITTED
TO SESSIONS.

MAGISTRATE AS WITNESS.

Kwok Chun Sing, former manager of the Hong Kong branch of the Health Service Bureau, made another appearance before Mr. R. E. Lindsell at the Central Magistracy yesterday, when he was committed for trial at the next Criminal Sessions on the charge of uttering a forged document for \$320, eight months' salary paid by the defendant, on behalf of the Bureau, to one T. K. Leung, who was alleged by the complainant, Mr. Siow Cheong Loong, proprietor of the Bureau, to be a fictitious person.

Mr. A. W. G. H. Grantham, Magistrate at the time the case was first heard, was called as a witness for the defence. At the previous sitting, one of the witnesses for the prosecution told Mr. Lindsell that his depositions had been taken down incorrectly by Mr. Grantham when the case came up in May. This witness stated that he had given evidence regarding one Yeung, and the then Magistrate, Mr. Grantham, had probably misheard him and had taken down the name of T. K. Leung.

Magistrate's Evidence.

Speaking on this point, Mr. Grantham said that he was certain that the name of "Yeung" was not mentioned, and that he had taken down the evidence correctly. Mr. M. K. Lo, for the prosecution, pointed out that the witness in question had mentioned to Mr. Grantham on more than one occasion that he did not know of "T. K. Leung." The latter replied that cases were frequent where witnesses made contradictory statements.

Mr. Kwok Chun Sing, after giving evidence, was cross-examined by Mr. Lo, who asked why defendant had failed to comply with the firm's orders in regard to the employment of T. K. Leung.

Mr. Lindsell (to defendant): Can you tell where Mr. T. K. Leung is now?

Defendant: He is not in the Colony. I don't know where he is. Mr. Lindsell: Have you not seen him since April?

Defendant: I tried to find him, but without success.

After hearing further evidence, his Worship committed the defendant and fixed bail at \$500.

His Lordship: Why did you not ask the Hong Kong Government to put him to death?—Because I was not so clever as to think of it.

In cross-examination, witness agreed that he was originally charged at the Tai Po Police Court in connection with the murder. Questioned by the jury, witness said that he knew that his father had been killed by the two women because his mother told him so.

His Lordship explained to the jury that this was no evidence so far as they were concerned.

In answer to a further question, witness said that he had not heard of any previous occurrence similar to the one in which his father was involved, but he had heard that his father had kidnapped somebody and had been in Victoria Gaol.

Several witnesses who were subsequently called deposed to the burial of the body. It was stated that the body was along on a bamboo pole and carried to the hillside, where it was buried face down, a witness explaining that it was usual to bury in this position according to Chinese custom when a man had misbehaved in this case. The last Chinese witness called stated that the ends of the rope which was fastened round the neck were used to tie the hands and feet for slinging on the pole, but they were untied before burial.

Exhumation Irregularity.
Crown Sergeant Hastings, in charge of Au Tau Police Station, gave evidence of exhumation. He said that he heard of the murder at 12.30 p.m. on September 3. Investigations were immediately made, and at about five o'clock the same evening the body was exhumed. Witness said that he acted on the instructions of the Divisional Inspector North. The body was found buried under one foot of earth with a rope round the neck.

Mr. Fitzroy, in answer to his Lordship, said that it did not appear that a Magistrate's order had been obtained to exhume the body, and further that no doctor was present at the time.

His Lordship remarked that it was desirable that a doctor should have been present at the exhumation, and in proper order.

The Crown had closed their case when the Court adjourned until 10.30 a.m. to-day.

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CHIANG KAI SHEK'S MAGNIFICENT LEAD.

NEW AND COMPREHENSIVE POLITICAL PROGRAMME.

NEW ERA DAWNING FOR CHINA.

[THROUGH REUTERS' AGENCY.]

SHANGHAI, Nov. 17. Commenting on the comprehensive political programme drawn up by a special committee composed of Chiang Kai Shek, Hu Han Min, Tai Chi Tao, and Wang Chung Hui for the reorganization of the present system of Government machinery, wiping away corrupt practices, for the improvement of officialdom, and, finally, to decide the main policies of central and local Governments for the immediate future, the *North China Daily News* states that the whole document may be taken as an expression of the high ideals which to-day stand a better chance of attainment than ever before in the history of the revolution.

Complete Understanding Between Mukden and Nanking.

"There is every indication that a complete understanding between Nanking and Mukden and the virtual unification of the country so far as is possible in the existing circumstances, with the prospect of becoming complete, should the first part of the programme be carried to a conclusion."

The article adds that the Young Marshal has emphasised his desire to work with Nanking for the good of the country as a whole. It would be a remarkably daring militarist who would endeavour to stand in the way of the Young Marshal's combination with Chiang Kai Shek for the furtherance of the common policy.

"So, with the public recognition of revolutionary Government, an early admission of the abuse which have arisen during the past three years, and the very evident determination to eradicate them, there is every prospect of hope for the internal future of China."

"Chiang Kai Shek has given the lead and has been warmly supported by the committee, including the gentlemen aforementioned, and Nanking will not be true to itself and to the country if it fails to take advantage of the advice so frankly given."

Chairman of Executive Yuan.

NANKING, Nov. 17.

The Fourth Plenary Session of the Kuomintang C.E.C. to-day decided upon important changes in the Organic Law of the National Government, while all Ministers will automatically be members of the State Council.

The first decision makes it certain that Marshal Chiang Kai Shek will become Chairman of the Executive Yuan.

Extermination of Bandits.

The session adopted Dr. C. T. Wang's proposal calling for the extermination of all bandits and Communists within three months.

Nanking Land for Legation Quarter.

In connection with the decision of the Conference to set aside land for Foreign Legation buildings, it is understood that the plots will be scattered throughout the city in order to avoid the formation of a "Legation Quarter" such as exists in Peking.

A proposal to lay up the Legation property in Peking, with the idea of using it for a National University, was not adopted by to-day's meeting.

NANKING, Nov. 18. At the fourth plenary session of the C.E.C. to-day Chiang Kai Shek was elected Chairman of the Executive Yuan, and Yu Yu Jen Chairman of the Control Yuan.

CAPTIVE ITALIAN MISSIONARIES.

NANKING URGED TO SECURE RELEASE.

[THROUGH REUTERS' AGENCY.]

NANKING, Nov. 17. The Italian *Chargé d'Affaires*, Signor Cortini, has wired to Nanking urging the Chinese authorities to take adequate measures for the release of the Italian Fathers Mazzoni and Filia, who were carried off by bandits when the Catholic Mission at Kulupa was pillaged.

MADAME CHANG HSUEH LIANG.

ARRIVES AT NANKING FROM TIENTSIN.

[THROUGH REUTERS' AGENCY.]

NANKING, Nov. 18. Madame Chang Hsueh Liang arrived here this morning from Tientsin.

It is believed that Marshal Chang Hsueh Liang is leaving soon for Shanghai and Hangchow, from which port he may sail for the North by gunboat.

MRS. BRUCE LEAVES SHANGHAI.

SIX HUNDRED MILE SEA FLIGHT TO SEOUL.

[THROUGH REUTERS' AGENCY.]

SHANGHAI, Nov. 18. The Hon. Mrs. Victor Bruce left at 7.30 this morning on a direct flight to Seoul, the capital of Korea.

This is a 600-mile flight wholly over the sea, and is regarded as one of the most hazardous stages of Mrs. Bruce's flight.

SHANGHAI, Nov. 19. The Hon. Mrs. Victor Bruce passed over Mokpo, south-west Korea, at 12.45 p.m.

Airwoman Lands at Seoul.

The Hon. Mrs. Victor Bruce landed at Seoul at 5.43 p.m.

HONG KONG CUSTOMS STATION.

CANTON OBJECTION TO SCHEME.

[THROUGH REUTERS' AGENCY.]

NANKING, Nov. 17. At the Fourth Plenary Session of the Kuomintang C.E.C. to-day, the motion to open a Customs Station at Hsiao Pao was dropped.

It is understood that the scheme was dropped because of the objection of the Kwangtung Provincial Government, who asserts that such a scheme would seriously affect Kwangtung revenues.

BANDITS' ATTACK ON EXPRESS TRAIN.

RAILWAY FUNDS LOOTED AND STAFF KIDNAPPED.

[THROUGH REUTERS' AGENCY.]

PEIPING, Nov. 18. Further details of the attack on the Peiping-Suiyuan Railway express train show that 700 bandits at first seized the small station at Kuangtsun, which they looted of the railway funds and kidnapped some of the station staff.

The bandits then surrounded the train and went through all the passengers' baggage, taking everything of value, as well as all the mails, and they also carried off a number of Chinese passengers for ransom.

So far as is known, there were no foreign passengers on the train.

FENG AND YEN TO GO ABROAD.

[THROUGH REUTERS' AGENCY.]

PEIPING, Nov. 18. Some of the vernacular papers state that Feng Yu Hsiang and Yen Hsi Shan will depart from Shansi for abroad within a week.

LIMITATION OF WAR MATERIAL.

BRITISH RESOLUTION ASKS FOR PUBLICITY.

Geneva, Nov. 13.—The third day of the preparatory disarmament commission's debate on whether war material should be limited by direct or indirect, meaning budgetary, methods left the issue in a state of suspended animation pending Friday's final voting on the resolution submitted by British delegate, Lord Robert Cecil, of which only the first two paragraphs advocating the fullest publicity regarding armaments and the fixation of war materials, were carried to-day by a narrow majority.

The main feature of to-day's debate was a verbal duel between Count Bernstorff, the German delegate, and M. Massigli, the French delegate. Count Bernstorff insisted that the world demanded disarmament and that the man in the street would not believe that anything had been achieved before tanks and gas had been actually scrapped.

The French delegate announced that during the present session of the commission he would reply in full to the German demand for parity in armaments. The Italian delegate has moved an amendment to limit war materials the combination of the direct and indirect methods.

FLYING ACCIDENT AT NOTTINGHAM.

YOUNG PILOT KILLED.

Nottingham, Nov. 18.—While flying at an altitude of 100 feet, Mr. Ronald Leslie Wing, aged 20, of Mapperly Park, Nottingham, was killed in an aeroplane accident to-day.

He was flying a single-seater Moth belonging to the Nottingham Aero Club when his machine crashed in a ploughed field within a quarter of a mile of the aerodrome. Wing, who is a well-known Nottingham youth, had been flying around during the afternoon at a low altitude and making left-handed turns. During these operations the machine lost its flying speed and rolled over twice and then did a nose dive, turning two somersaults which wrecked the machine.

The pilot was killed instantaneously, being found strapped in the seat of the cockpit when the rescue party examined the wreckage.

THE PENALTY OF POLITICS.

MR. SNOWDEN ATTACKED BY CONSERVATIVES.

London, Nov. 10.—Interviewed by the *Daily Herald* Mr. Philip Snowden Chancellor of the Exchequer, warned the Labour Party against tendentious reports relative to his alleged resignation and affirmed that perfect agreement prevailed in the Labour Cabinet.

At the same time the Conservatives were warned against continuing to attack him violently.

The *Daily Mail* says that his departure from the Cabinet is the key to the situation.

WHITEAWAY'S SALE AT SHANGHAI.

BARGAIN-HUNTERS' SCRIMMAGE.

(From Our Own Correspondent.)

SHANGHAI, Nov. 19. Amazing scenes were witnessed at Messrs. Whiteaway, Laidlaw's store during the sale of water-damaged goods following a fire.

Excited crowds composed of a score of nationalities stormed the entrances in quest of bargains, and the crush became so great that the management was obliged to close the doors more than once, fear being felt that the plate glass windows might be smashed.

Special Police Detachment in Attendance.

A special police detachment was summoned to keep order. The crowds overflowed into the streets and blocked the traffic. Signs of impatience and loss of temper were shown when the disappointed bargain-hunters failed to gain admission.

A Regular Shoplifters' Holiday.

The affair was a regular shoplifters' holiday, as it was impossible to detect petty thieving in the midst of human sardines pushing and jostling, closely resembling a rugby scrimmage.

DEVIL'S ISLE TO BE ABOLISHED.

FRANCE CONTEMPLATING USE OF ANOTHER ISLAND.

Paris, Nov. 11.—The famous French penal settlement at Cayenne will according to the Press, soon be transferred to Kerguelen Island in the Indian Ocean near the Antarctic. It is understood that the authorities are contemplating this change firstly in order to remove from French civilization the blot represented by the infamous conditions on Devil's Island with its tropical climate, secondly in order to effect economies as Kerguelen, being far off the regular steamer lanes, affords the convicts practically no chance of escape and makes it thereby possible to reduce the number of guards and the administrative apparatus. Finally it is pointed out that Kerguelen Island the convicts will not only be able to lead a healthy life but also to tend for themselves and thereby dispensing with the necessity of importing foodstuffs.

POLICE OFFICIALS DISMISSED.

REICH AND THURINGIA.

Berlin, Nov. 12.—The tug-of-war between the authorities of the Reich and the State Government of Thuringia which is under the control of the National-Socialists entered a decisive phase with the summary dismissal of several high police officials in Weimar, the capital of Thuringia, who are charged with having supplied the federal Ministry of the Interior with evidence for its action against Thuringia, thereby acting against the law on official secrets.

The material against the police officials was found, it is alleged, in a number of sensational raids on their homes and on the Weimar headquarters of the Republican organization "Reichsbanner Black-Red-Gold." The incident has evoked an acrimonious controversy in the Berlin press and the government organs forecast that the hands of the German Government will be forced by the incident which the *Berliner Tageblatt* describes as "the last straw" to take strong action against the defiers of its authority.

IRAQ AND LEAGUE OF NATIONS.

OPPOSITION TO INCLUSION AS INDEPENDENT MEMBER.

Geneva, Nov. 10.—Growing opposition is making itself felt against the entry into the League of Nations of Iraq under the terms of the recently concluded treaty between Great Britain and Iraq, this opposition having been voiced in the League's mandate commission, French quarters express fears that Syria will claim that Iraq's admission into the League forms a precedent and will thus demand complete and unqualified autonomy or be refused admission into the League of Nations.

DEATH OF KING HUSSEIN.

PASSES AWAY AT CYPRUS.

[THROUGH REUTERS' AGENCY.]

BAGDAD, Nov. 18. King Hussein died at Cyprus, whither his son, King Feisal of Iraq, has gone.

When he received news that his father's condition was critical, King Feisal was preparing with all speed to proceed by aeroplane for Port Said, and thence on board a British warship.

INDUSTRIAL DISPUTES IN MADRID.

BARCELONA FOLLOWS WITH GENERAL STRIKE.

[THROUGH REUTERS' AGENCY.]

MADRID, Nov. 17. While the situation in the capital is much easier, it is learned that a general strike has been called at Barcelona in sympathy with the movement in Madrid.

Madrid is now normal. Shops have re-opened, and the workers have resumed.

The general strike at Barcelona is intended to force the authorities to recognize the Sindicatos Unicos, which was suppressed during the Dictatorship as Communistic.

Disturbances at Barcelona.

BARCELONA, Nov. 17. Four men, including a policeman, were seriously wounded in disturbances that broke out last evening.

The Governor closed the headquarters of the trade unions, and 80 arrests were effected.

The troops are patrolling the streets, the cafes and theatres are closed, and there are no newspapers.

U.S. LAW ENFORCEMENT COMMISSION.

BILL TO LEGALISE A FOUR PER CENT. BEER.

[REUTERS' AMERICAN SERVICE.]

NEW YORK, Nov. 18. Contrary to a belief based on advance information of the Law Enforcement Commission, the *New York Times* learns that the Commission voted by seven votes to four in favour of the modification of the Volstead Law, but the matter is not definitely settled.

Meanwhile, Senator Bingham is preparing a Bill for the next session of Congress to legalise the brewing of a four per cent. beer.

FRENCH RELATIONS WITH GERMANY.

M. BRIAND DISAPPOINTED WITH DEVELOPMENTS.

[REUTERS' AMERICAN SERVICE.]

Paris, Nov. 13.—The Chamber's debate on foreign political questions to-day culminated in the eagerly anticipated speech by Foreign Minister Aristide Briand whose appearance on the rostrum evoked storms of tumultuous applause from the benches of the Left and Centre and whose passionate plea for a continuation of the present policy was interspersed with volleys of cheers.

The speech was chiefly devoted to France's relations with Germany whose developments, he declared, had disappointed him like sunny Frenchmen although it was not greatly to be wondered at that Germany's three and a half million unemployed in their desperation had no great sympathies for France and her former Allies.

All this however, the Foreign Minister continued, was no proof of any lack of foresight on his part. France would continue to work for peace and he was prepared to veto the Foreign Ministry before changing his policy.

"The Versailles treaty has its good and bad points and it is impossible to ignore its clauses which confer upon Germany certain rights as for instance article 19 of the League of Nations Covenant, which she may demand the recognition of certain issues which were synonymous with immediate revision of the Versailles treaty, the said."

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SHENSI IRRIGATION SCHEME.

PROPOSED TO DIG OLD CANALS.

[THROUGH REUTERS' AGENCY.]

PEIPING, Nov. 18. The Chairman of the International Famine Relief Commission announced to-day the undertaking of a huge new irrigation project in Shensi at a cost of \$900,000.

The Commission's engineers will divert the waters of the Kingho, 25 miles north-west of Sianfu, thereby watering an area of 100,000 acres.

It is interesting to note that an ancient irrigation scheme more than 1,000 years old formerly watered this area, but that it gradually fell into disuse. However, traces are still visible, and it is proposed to again dig the old canals.

RELIEF FOR AMERICAN UNEMPLOYED.

WINTER OFFERS FORMIDABLE PROBLEM.

[REUTERS' AMERICAN SERVICE.]

NEW YORK, Nov. 17. The Emergency Unemployment Commission has opened a campaign to raise \$30,000,000 to relieve the unemployed in New York.

The Mayor's Commission has announced that it will buy 4,500,000 pounds of food to feed the needy until January 1.

This will be distributed from the police stations.

Among the thousands of unemployed selling apples at street corners at 25 cents each is Mrs. Oscar Hammerstein, the widow of the famous opera impresario.

A message from Chicago states that the approach of winter had made the unemployment problem most formidable.

The city is building huts and shelters for the unemployed; and the work is proceeding apace.

Army field-kitchens are distributing hot soup, coffee, etc.

The workless in the city, now numbering 115,000, include a number of youths who were found suffering so much from the effects of starvation that they had to be sent to hospital.

SEQUEL TO RIOTS IN PERU.

COMMUNISTS SENT TO PENAL COLONY.

[REUTERS' AMERICAN SERVICE.]

NEW YORK, Nov. 17. The serious disturbances in Peru appear to have been quickly countered, a message from Lima stating that 70 Communist agitators have been arrested and sent to a penal colony, as a sequel to the riots at Cerro de Pasco.



FIVE DOLLARS SPELLS COMFORT FOR YOU—WE WILL FIX YOU A GAS FIRE FOR THIS VERY SMALL SUM—AND THE HIRE CHARGE IS ONLY \$5 A YEAR.

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DOCTORS USE AND RECOMMEND GAS FIRES

NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 24th DAY of NOVEMBER, 1930, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Wong Nai Chung, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Lands, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	1008	Between Island Lot No. 1008, and the Yick Yau Street, Yick Yau Street.	As per map plan	About 2,000	12	\$300

[10134]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 24th DAY of NOVEMBER, 1930, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shanshui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Lands, for one further term of 25 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
48	1008	Between Island Lot No. 1008, and the Yick Yau Street, Yick Yau Street.	As per map plan	About 2,000	12	\$300

[10135]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 24th DAY of NOVEMBER, 1930, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shanshui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Lands, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
48	1008	Between Island Lot No. 1008, and the Yick Yau Street, Yick Yau Street.	As per map plan	About 2,000	12	\$300

[10139]

THE JARDINE ENGINEERING CORPORATION, LTD.

From NOVEMBER 15th, 1930, Mr. H. H. LASHAM is in Hong Kong connected with the above Company. [10123]

CREDIT FONCIER D'EXTREME-ORIENT.

MORTGAGE BANK AND ESTATE AGENTS.

"PEAK MANSIONS"

Five-roomed & Five-roomed Apartments.

PRINCE EDWARD ROAD, KOWLOON.

Modern Construction with Garage.

"CAMBAY BUILDINGS"

Flats with Modern Conveniences.

Sports News

PING PONG LEAGUE.

SOUTH CHINA WIN JUNIOR CHAMPIONSHIP.

Playing in the final of the Junior Ping Pong League, at the Chinese Catholic Club last evening, South China A.A. secured an easy win over the Hip Keung A.A., the score being as follows:—

Chung Wing Kwong beat Lam Ka Huen, 5 to 0.

Wong Chiu Kwai beat Lee Ming, 3 to 2.

So Pui Yip beat Wong Tung Hoi, 5 to 0.

Chun Chu Yut beat Lee Koon Lan, 3 to 2.

Ho Suen Wing beat Cheng Kwok Wing, 4 to 1.

Ho Chee Keung beat Choi Him Chun, 5 to 0.

Lee Hon Koo, r. Lui Wai Hung (not played).

The above decided the championship of the league, and the Hip Keung A.A. will not meet the Fukien A.A. for the second place.

Ladies Final.

The match between Miss Yueung Wai Bun and Miss Ko Lai Ngor was not completed on Sunday evening as the score only reached two sets to one in favour of Miss Yueung, last year's champion. The replay is now scheduled to take place on Sunday evening, the 23rd instant, at the South China Ladies' Division (China Building).

ADVERTISEMENTS.

NOTICE.

MOTOR CAR DRAW
SOCIETY OF ST. VINCENT DE PAUL.
THE COMMITTEE HEREBY GIVE NOTICE that the undermentioned Tickets which have been Reported LOST are CANCELLED:—
Tickets Nos. 1101-1125.
[10124]

THE HONG KONG JOCKEY CLUB. NOTICE.

THE HALF YEARLY GENERAL MEETING OF VOTING MEMBERS will be held at the CLUB HOUSE, HAPPY VALLEY, on MONDAY, 24th NOVEMBER, 1930, at 5.15 P.M. ALL Members are cordially invited to attend and participate in any discussion which may ensue.
By Order of the Stewards,
G. B. BROWN,
Secretary.
Hong Kong, 14th Nov., 1930. [10119]

THE HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and **ENTRY FORMS** for the ELEVENTH TWELFTH & THIRTEENTH EXTRA RACE MEETING to be held on SATURDAY, 29th NOVEMBER, and on 13th DECEMBER, 1930 respectively, may be obtained at the Race Course, Happy Valley, and at the Club House, 11, Robinson Road, Hong Kong, and at the Club House, 11, Robinson Road, Hong Kong, and at the Club House, 11, Robinson Road, Hong Kong.

THURSDAY, 20th NOVEMBER, 1930.
MONDAY, 18th DECEMBER, 1930.
MONDAY, 24th DECEMBER, 1930.
[10113]

CLUB LUSITANO. CONVITE.

A DIRECCAO DO CLUB LUSITANO tem a honra de convidar os Excmos. Srs. Socos do OLUB DE RECREIO, da Associação Portuguesa de Recreio Mútuo, da Liga Portuguesa de Recreio, e de outros Clubes de Recreio, para se reunirem na sala "LUIZ DE CAMOES" do OLUB LUSITANO na QUARTA-FEIRA 19 DO CORRENTE, ás 8 Horas da tarde, a fim de assistirem a RECREACAO em honra do Sr. EXCELMOS. O GOVERNADOR do Estado, Sr. ARTUR TAVARES, e Sr. BARBOSA e Sr. EXCMO. Reposa.

Haverá música e dança.

A fim de que esta recepção seja agradável do maior brilho possível a Direcção pede a comparecência de todos os Excmos. e Srs. Socos de Clubes de Recreio.

A. E. S. ALVES,
Secretario.
Hong Kong, 18 de Nov., 1930. [10129]

LADIES' TENNIS CHAMPIONSHIP.

RESULTS OF YESTERDAY'S GAMES.

The following were the result in this first round of the Ladies' Doubles Tennis Championship played at the U.S.R.C. yesterday:—

Mrs. Chiu Chun Chin and Miss Gertie Lo beat Mrs. Ireland and Mrs. G. R. Bayer, 6-2, 6-4.

Mrs. K. C. Sayers and Miss Ridge beat Mrs. Hook and Mrs. Parsons, 6-8, 6-1, 9-7.

Mrs. James and Mrs. Eric Grimble had a walk over from Mrs. Newbigging and Mrs. Prior.

"BOBBY" JONES GOLF FILMS.

"OF A PURELY EDUCATIONAL CHARACTER."

[REUTERS' AMERICAN SERVICE.]

New York, Nov. 17.

Mr. R. T. ("Bobby") Jones, the lawyer-golfer, who this year eclipsed all previous golfing records by winning the four principal world tournaments, the British Amateur and Open, and the American Amateur and Open, has announced his retirement from competitive golf.

It is learned that he has signed a contract with Messrs. Warner Brothers, the film producers, to make a series of golf films of a "purely educational character."

"Bobby" Jones finally succumbed to an alluring offer of a guarantee, plus a percentage of the profits of his educational pictures, estimated to yield him \$100,000 in America and \$200,000 with receipts from abroad.

He will go to Hollywood in March.

In the meantime, a scenario writer is going to Atlanta, Jones' home, with a plan for the film.

His retirement opens up a new vista in world golf, as it is estimated that his four American and three British Open championships have cost the professionals \$20,000.

Jones issued a statement today in which he declared that he was not sure that he was not violating his amateur status in the spirit, if not in the letter. He emphasized, however, that he would never play golf as a professional.

CANTON GOLF.

SCHLESWIG CUP COMPETITION.

Playing at the Tung Shan Recreation Club's course on Saturday over 36 holes, Mr. J. W. Manning won the Schleswig Cup, presented by the Danish community in 1920 to commemorate the reunion of North Schleswig with Denmark after the Treaty of Versailles.

The three best scores returned were: J. W. Manning, 169 less 25; H. Lafford, 179 less 25; J. W. Platt, 171 less 24, 147.

SHAMEEN FOOTBALL.

MOORHEN AND SEANIEW "DRAW."

H.M.S. Moorhen met H.M.S. Seaniew in an even game in the Shamene Football League on Saturday, the result being a draw, each side scoring once in the first half. The second half saw some excellent football but no goals were scored.

The teams were:—
H.M.S. Moorhen: F. J. Broods; A. J. Bates, R. F. Morgan; D. McGill, W. Co-Maron, Lieutenant Brownrigg; R. Woods, Al. Wing, H. Tahir, R. C. Munro, E. Watkins.

H.M.S. Seaniew: Lieut. Northcott; Meacham, Friend; Spence, White, Leate, Baker, Cunningham, Neave, Cardy, Hutchins.

U.S. FOOTBALL SQUABBLE.

ARMY AND NAVY STILL NOT RECONCILED.

[UNITED PRESS.]

Washington, November 10.—Mr. Charles Francis Adams, Secretary of the Navy, and Col. Patrick J. Hurley, Secretary of War, announced today that no mutually satisfactory agreement had been reached for resumption of the Army-Navy football games. They pointed out, however, that this announcement is not necessarily final.

This was continued as indicating that the resumption of a settlement which has been current of late was not wholly without foundation, and that an agreement may still be achieved.

INDIAN ROUND-TABLE CONFERENCE.

INDIA DEMANDS DOMINION STATUS AND "EQUALITY."

SALVATION LIES IN FEDERATION.

[THROUGH REUTERS' AGENCY.]

[BRITISH WIRELESS SERVICE.]

London, Nov. 17.

At the Round Table Conference today, Sir Tej Bahadur Sapru (a British Indian delegate who, on the eve of the Conference, with Mr. Jayakar, vainly tried to mediate between the Viceroy and Gandhi), in opening the discussion at the plenary session, emphasised the change in India during the past decade and the gravity of the civil disobedience movement, and expressed the opinion that Parliament sovereignty really meant the sovereignty of half a dozen in Britain and half a dozen in India. Indians, therefore, naturally sought their freedom as an integral part of the British Commonwealth.

He declared that the average Briton asked what was meant when Indians used the "forbidden phrase" "Dominion Status."

A Status of Equality.

Did the average Briton ask that question in 1855 as regards Canada, in 1900 as regards Australia, and in 1909 as regards South Africa?

Sir Tej Sapru asserted that India was determined to achieve a status of equality with the other members of the Commonwealth, and declared that India's Central Government must be made responsible to the legislature.

He appealed to the Indian Princes "to move forward with the vision of India as a single whole, each part to be autonomous and absolutely independent within its own borders, regulated by proper relations with the rest."

He strongly urged an All-India federation, which Indians considered to be the "real live issue now."

The Army Question.

Sir Tej Sapru declared that no Indian Minister could make grave blunders that had been made in dealing with the recurrent agitation of the past 25 years, and declared that as regards commerce, Indians did not wish to rob Europeans of their capital. They would welcome any suggestions Europeans might offer to safeguard their rights and interests.

He admitted the difficulties in connection with defence, and said that Indians merely asked for the opportunity to train their own men.

British Army in the Hands of the Viceroy.

"By all means keep the British Army in the hands of the Viceroy. We on our part are willing to provide funds and agree to statutory charges in respect of the army."

Sir Tej Sapru repudiated the suggestion that no British officer was willing to serve under an Indian fellow subject. There should be no feeling of superiority or inferiority, otherwise India could never be "civilized." (Cheers.)

Imperial State.

The Maharaja of Bikaner, on behalf of the Indian Princes, reaffirmed the unflinching loyalty to the Throne in the person of the King Emperor, linked with which was an unflinching adherence to the British Commonwealth of Nations.

He declared that the Indian States must be influenced by the development of political ideas and institutions beyond their frontiers, and pointed out that India was a land of some diversity, and stated that a unitary state with a sovereign Parliament at Delhi to which the whole people could look for small and large things was impossible.

There would not be room for such a constitution for the Indian States. Moreover, such a Government would crack under its own weight.

The Maharaja of Bikaner recommended a federal system of Government, composed of the States and British India. At the same time, the rights of the Princes arising out of the treaties would require to be more precisely defined.

He emphasised the importance of the establishment of a Supreme Court to adjudicate regarding treaty rights.

Young India's Views.

Mr. Jayakar, outlining the point of view of the younger men of India, urged that time was of the utmost importance, "because if India gets what it wants today she will be satisfied with many things which will not satisfy her six months hence."

He asserted that if India were given Dominion status today, the cry for independence would die naturally in a few months.

Interest in India.

The Government of India's appreciation of the situation up to November 15 points out that the Round Table Conference is a landmark in the history of India, and that a good deal of public attention toward the constitutional methods of solving the constitutional problems.

King-Emperor Welcomes Delegates.

Runny, Nov. 17.

When the Plenary Session of the Indian Round Table Conference opened at St. James's Palace this morning, the Prime Minister, who presided, read a message from Lord Stamfordham stating that the King Emperor had received with much satisfaction the communication expressing the dutiful thanks of the conference to the King for undertaking the opening ceremony and to the Queen for the kindly solicitude Her Majesty had displayed towards the delegates.

Before the meeting proceeded with the agenda prepared by the Business Committee of the Conference, the Prime Minister extended a cordial welcome to the delegates.

He said that they must keep in mind two things, firstly, that they were there to co-operate together; and, secondly, that they must be animated by the determination to succeed.

An interesting discussion was provoked by the recommendation of the Business Committee that the question should be decided as to whether the future constitution of India should be on a federal or unitary basis.

It was suggested that the general trend of such discussion would enable the conference with the help of the committee to frame a programme for future discussion in committee.

The Prime Minister, who would, as Chairman, rule that a liberal interpretation be put upon the committee's report, and would allow the delegates to refer to separate questions.

Movement of the East.

Opening the general discussion upon the future constitution of India, Sir Tej Bahadur Sapru said that such a country as his, brought into contact with western ideas, and vibrating with the new movement of the East, should seek freedom within its own borders as an integral part of the British Commonwealth.

He wanted to achieve a status of equality with the other three members of the Commonwealth which would give it a Government not merely responsible to but responsible to the popular voice. He personally believed that it would not be to offer provincial autonomy unless it were coupled with a decided and clear change in the official attitude of the central Government, which must be made responsible to the legislature.

He was a strong believer in a federal form of Government and believed that therein lay the salvation of India. He would welcome an association of Indian States with British India mainly for three reasons. They would furnish a stabilising factor in their constitution, the process of unification would begin without delay, and in regard to defence matters, they would furnish practical experience which was yet wanting in British India.

Referring to commerce he said that there was not a single man at the conference who would like to have any expropriatory legislation. Europeans were quite welcome to suggest any safeguards for their rights and interests, and Indians would most willingly meet them. Regarding the Army, they realised they had to train a sufficient number of their own men, which would require training. When they required was the opportunity to train them and freedom to establish institutions. As far as your Army is concerned," he said, "by all means keep it in the hands of the Viceroy. We on our part are willing to provide funds and to agree to statutory charges in respect of the Army."

A Federal System.

The Maharaja of Bikaner said that the ultimate attainment of Dominion status was inherent in the declaration of policy of 1917, and had been readily accepted as an authoritative endorsement. Let them aim at that, fully realising that their sister states did not reach the end at one stride and that in the intervening stage certain safeguards and guarantees were imperatively necessary for the security of the body politic and all parts thereof.

Speaking for the Indian states, he said that linked with their devotion to the Crown was an unflinching adherence to the British Commonwealth of Nations. They of the Indian States were willing to take part in and make their contribution to the greater progress of the Empire as a whole. That could best be done through a federal system of Government composed of the States and British India.

The Indian States were already sovereign and autonomous, being linked with the Crown by treaties of perpetual alliance and friendship and unity of interests.

British India derived whatever measure of authority it might possess by devolution, but it would not be beyond the wealth of experience at that table to devise means of linking these different units into a powerful federal administration.

Young India.

Mr. Jayakar, putting forward the point of view of the young generation in India, said that the time was of the utmost importance, because if India got today what she wanted she would be satisfied with many things which would not satisfy her six months hence. "If you give India Dominion status today," he said, in the course of a few months the cry of independence will die of itself. If, on the other hand, we return empty-handed, it will be the surest way of raising in volume and intensity this cry of independence.

Referring to the army question, he said that Indians would listen to any safeguard suggested during the period of transition in order to make it more easy and safe for both sides. As for the minorities question, it could be solved by giving opportunities of common endeavour to Indians. That feeling could be created only by giving India complete freedom in the form of Dominion status. Harness all minorities together and much of the discontent would disappear.

Young India would not insist upon impossible terms of federation but only upon such terms as were not prepared to accept. They had no desire to interfere at all in the internal affairs of the Indian States, but were prepared to wait until they themselves came into line with the ways of Young India. If states would accept a Supreme Court of Justice to which all matters in dispute between them and British India could be referred, and would voluntarily submit to its jurisdiction the question would in effect be solved.

A Powerful Asset.

He promised the assurance regarding British and European commercial interests and pointed out that a contented community was a much better customer than a discontented one. He contended that the main interest of Britain in India was commerce, and said that the consuming power of 330,000,000 people was a powerful asset in their hands. Even from the point of view simply of material interests and apart from moral forces such as friendliness and comradeship, absolute dominion freedom should be given to India in order that Britain's trade might prosper.

The Business Committee of the Conference decided this evening to recommend that when the general discussion finished the conference should set up a federal relations committee. A resolution to this effect will be submitted to-morrow.

Politics of the Press.

As a result of the decision reached at to-day's meeting, Lord Sankey was asked to accept the position as Deputy President of the Conference and a panel of six chairmen of the conference was set up comprising Lord Reading and Lord Peel, the Maharajah of Bikaner, the Nawab of Bhopal, the Aga Khan, and Mr. Shastri. It was agreed that the general discussion now proceeding should extend over the mornings of three days and that the order of speakers should be pre-arranged.

After discussion revealing some division of opinion, the President said that the general sense was that the Press should not be admitted to the general discussion, but should have full impartial information regarding the proceedings from three officers of the general secretariat acting under the general control of a committee consisting of Mr. Wedgwood Benn, representing the British delegation, Mr. Rushbrook Williams, the Indian States, and Mr. Chinmami, the British Indian delegation.

Successful tests have been made Paris with a new type of motor-car bumper—a rubber bar fitted in front and at the rear to mechanism working on the scissor principle. At 29 miles an hour, a car equipped with the apparatus was run into a stationary car similarly fitted and neither was damaged. The experimental car was then sent at 20 miles an hour against a fixed obstacle, and no harm was suffered by car or driver. Town motorists are already applying for price-lists.

Why be shocked because a negro believes that God resembles a preacher of his own race? A preacher is obviously the holiest thing he could think of. Is it irrelevant, either, for a negro to believe that God talks his own language? Let us clear our minds of cant. When I saw "The Green Pastures" in New York, the theatre was packed, and to start with there was much laughter at the dialogue. The negro vernacular is always entertaining to us whites. But as the play progressed the laughter generally died down, till during the last scenes there was not a whisper. When the play was over the audience dispersed in silence, rapt in thought.

That "The Green Pastures" will receive some criticism is obvious—because to understand it requires a little common sense and a little imagination.

Man-Made Law.

Can any man believe that Christianity has to be stereotyped according to our sophisticated Western ideas in order to be right? There is a regulation—a man-made law that the Almighty should not be portrayed on the stage in England.

The rule is obviously not needed. The English public would not allow blasphemy, or anything approaching it, on the stage.

So now what has happened here. "The Green Pastures" is one of the very few plays in New York which has received the approval of leading religious bodies. Two important ecclesiastical, one a Roman Catholic and the other an Episcopalian, told me that "The Green Pastures" had done more good during its run than any two famous preachers combined.

Mark Connelly depicts the Almighty as a human being. And why not? If God objected to such a thought, why did He send His Son to this world in human shape, and why did He make us in His own image?

Expi. Silence.

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GUJARAT CONGRESS ARRESTS.

MILLIONAIRE MILL-OWNER'S WIFE DICTATOR.

[THROUGH REUTERS' AGENCY.]

ANMEDIAD, Nov. 17.

Twenty-five arrests were made here yesterday, including that of Mrs. Ambalal Sarbhai, the Dictator of the Gujarat Provincial Congress Committee, which has been declared unlawful. She is the wife of a millionaire mill-owner.

NEGRO'S IDEA OF THE BIBLE.

WHAT "THE GREEN PASTURES" PORTRAYS.

"I saw 'The Green Pastures' in New York writes Lord Castleross in the Daily Express.

It is a play depicting an elementary negro's idea of the Old Testament, quips and eccentricities of the negro mind. It also sparkles with gems of deep and genuine religious feeling.

Why, then is it banned in England?

Man-Made Law.

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SHANGHAI POWER COMPANY

Tls. 6 CUMULATIVE PREFERRED STOCK

OFFERING

THE THREE REQUISITES OF
A HIGH-GRADE INVESTMENT

SAFETY—SATISFACTORY RETURN—MARKETABILITY

SAFETY

These shares are preferred as to their claim on the assets of the Company and in case of liquidation must receive Shanghai Tls. 100 and accrued dividend per share before anything can be paid to the holders of the second preferred or common stock.

The Shanghai Power Co. operates the undertaking formerly known as the Electricity Department of the Shanghai Municipal Council and supplies the International Settlement of Shanghai exclusively, besides serving wholesale an extensive adjacent area. The total population served is estimated at 1,788,000 and on August 30th, 1930, over 55,000 electric consumers were supplied.

Electric energy is sold to a widely diversified list of industries including cotton spinning and weaving mills, silk mills, flour mills, paper mills, cigarette factories, shipbuilding works, machine shops, oil mills, egg canning and packing works, ice and cold storage plants and many others. The Company is among the group of undertakings operated by the American and Foreign Power Co. and supervised by the Electric Bond and Share Co. On its International advisory board are eleven prominent business men of various nationalities residing in Shanghai.

The stock as issued is fully paid and is not subject to assessment. It is subject to redemption at the option of the Company, in which case for every share owned you will receive Shanghai Tls. 100 and accrued dividend.

A complete prospectus of this issue will be furnished on application. Because of prevailing exchange rates as between Hong Kong and Shanghai anyone with surplus funds for investment will find this issue specially attractive at the present time. The undersigned acting as a Syndicate offer this stock at Tls. 100 plus accrued dividend from October 1, 1930.

SATISFACTORY RETURN

These shares are also preferred as to dividends and the yearly payment of Shanghai Tls. 6 is made in quarterly instalments so that owners receive Tls. 1½ per share on the 1st of January, April, July and October. These dividends are cumulative so that they must be paid in full before anything can be distributed to the second preferred or common stock holders.

The net earnings of the Company for the twelve months ended June 30th, 1930, after deducting operating expenses and total interest charges and deductions, were more than two and one-quarter times the annual dividend requirements on the total amount of Tls. 6 preferred stock to be outstanding after this issue.

MARKETABILITY

The stock of which this issue is a part is listed on the Shanghai Stock Exchange and judging by the experience of the previous issue the shares will be actively bought and sold.

PRICE: SHANGHAI Tls. 100 PLUS ACCRUED DIVIDEND
FROM OCTOBER 1st.

CHEKIANG INDUSTRIAL BANK, LTD.

BENJAMIN & POTTS.

THE INTERNATIONAL INVESTMENT TRUST COMPANY OF CHINA, LIMITED.

SHANGHAI FINANCE & REAL ESTATE CO., LTD.

SWAN, CULBERTSON & FRITZ, SYNDICATE MANAGERS.

SUBSCRIPTIONS IN HONG KONG MAY BE PLACED THROUGH

E. D. SASSOON BANKING COMPANY, LIMITED, OR BENJAMIN & POTTS.

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA

Pres. Garfield, Dollar, Nov. 30.
Pres. Polk, Dollar, Dec. 14.
Pres. Adams, Dollar, Dec. 28.

AMOI

Kingman, B. & S., Nov. 10.
Haining, Douglas, Nov. 21.
Tijmanock, J.C.J.L., Nov. 22.
Antung, B. & S., Nov. 23.
Haining, Douglas, Nov. 23.
Suisang, Jardine's, Nov. 23.
Suisang, B. & S., Nov. 23.
Anhui, B. & S., Dec. 1.
Sirdhana, B.I., Dec. 2.
Namsang, Jardine's, Dec. 7.
Tilawa, B.I., Dec. 10.
Kutsang, Jardine's, Dec. 18.

ANTWERP

Karmala, P. & O., Nov. 22, noon.
Danmark, Manners, Nov. 27.
Hakozaki Maru, N.Y.K., Nov. 29.
Canton, Gilman's, Dec. 1.
Terukuni Maru, N.Y.K., Dec. 13.
Kalyan, P. & O., Dec. 20.
Vogland, Jensen, Dec. 20.
Java, Manners, Dec. 28.
Lahore, P. & O., Dec. 27.

AUSTRALIAN PORTS

Ritana Maru, N.Y.K., Nov. 20.
Taiping, B. & S., Nov. 21.
Tanda, E. & A., Dec. 5.
Atsuta Maru, N.Y.K., Dec. 23.
Changie, B. & S., Dec. 23.

BALTIC PORTS

Danmark, Manners, Nov. 27.
Java, Manners, Dec. 28.

BALTIMORE

Menestheus, B.F., Dec. 10.
Tweedbank, Bank, Dec. 12.

BANGKOK

Kwangchow, B. & S., Nov. 23.
Kalgan, B. & S., Nov. 30.

BELAWAN-DELL

Van Heutz, J.C.J.L., Nov. 20.

BOMBAY

Cracovia, Dodwell's, Nov. 20.
Calcutta Maru, N.Y.K., Nov. 27.
Rawalpindi, P. & O., Dec. 3.
Alipore, B. & S., Dec. 3.
Col. di Lana, Dodwell's, Dec. 9.
Kaga Maru, N.Y.K., Dec. 11.
Gange, Dodwell's, Dec. 25.

BOSTON

Asuka Maru, N.Y.K., Nov. 24.
Pres. Garfield, Dollar, Nov. 24.
Japanese Prince, Furness, Dec. 2.
Menestheus, B.F., Dec. 10.
Takaka Maru, N.Y.K., Dec. 11.
Tweedbank, Bank, Dec. 12.
Pres. Polk, Dollar, Dec. 14.
Chinese Prince, Furness, Dec. 16.
Pres. Adams, Dollar, Dec. 28.

BREMEN

Alster, Melchers, Dec. 3.
Fulda, Melchers, Dec. 13.
Trave, Melchers, Dec. 18.
Mosel, Melchers, Dec. 23.

BRINDISI

Cracovia, Dodwell's, Nov. 20.
Col. di Lana, Dodwell's, Dec. 9.
Gange, Dodwell's, Dec. 25.

CALCUTTA

Penang Maru, N.Y.K., Nov. 20.
Taima, B.I., Dec. 2.
Takada, B.I., Dec. 3.
Hakozaki Maru, N.Y.K., Dec. 3.
Kumsang, Jardine's, Dec. 15.
Yunsang, Jardine's, Dec. 15.
Sirdhana, B.I., Dec. 25.
Namsang, Jardine's, Dec. 27.
Tilawa, B.I., Dec. 29.

CASABLANCA

Diomed, B.F., Dec. 9.

CEBU

Menestheus, B.F., Dec. 10.

CHEFOO

Kueichow, B. & S., Nov. 21.
Huichow, B. & S., Dec. 2.

COLONBO

Cracovia, Dodwell's, Nov. 20.
Karmala, P. & O., Nov. 22.
Athos II, M.M., Nov. 23.
Hector, B.F., Nov. 23.
Calcutta Maru, N.Y.K., Nov. 27.
Hakozaki Maru, N.Y.K., Nov. 29.
Pres. Garfield, Dollar, Nov. 30.
Anchises, B.F., Dec. 2.
Rawalpindi, P. & O., Dec. 6.
Alipore, B. & S., Dec. 9.
Col. di Lana, Dodwell's, Dec. 9.
D'Artagnan, M.M., Dec. 9.
Kaga Maru, N.Y.K., Dec. 11.
Terukuni Maru, N.Y.K., Dec. 13.
Pres. Polk, Dollar, Dec. 14.
Kalyan, P. & O., Dec. 20.
Aeneas, B.F., Dec. 23.
Angers, M.M., Dec. 23.
Gange, Dodwell's, Dec. 25.
Pres. Adams, Dollar, Dec. 28.

COPENHAGEN

Danmark, Manners, Nov. 27.
Java, Manners, Dec. 28.

DALNY

Luchow, B. & S., Nov. 10.
Chenan, B. & S., Nov. 24.
Sarpedon, B.F., Dec. 13.

DUTCH PORTS

Karmala, P. & O., Nov. 22, noon.
Oldenburg, Jensen, Nov. 25.
Hector, B.F., Nov. 23.
Danmark, Manners, Nov. 27.
Hakozaki Maru, N.Y.K., Nov. 29.
Canton, Gilman's, Dec. 1.
Anchises, B.F., Dec. 2.
Alster, Melchers, Dec. 3.
City of Roubaix, Bank, Dec. 5.
Burgeland, Jensen, Dec. 6.
Diomed, B.F., Dec. 9.
Agammon, B.F., Dec. 13.
Fulda, Melchers, Dec. 13.
Terukuni Maru, N.Y.K., Dec. 13.
Trave, Melchers, Dec. 18.
Kalyan, P. & O., Dec. 20.
Aeneas, B.F., Dec. 23.
Gange, Dodwell's, Dec. 25.
Lahore, P. & O., Dec. 27.

DOVER

Asuka Maru, N.Y.K., Nov. 20.
Bokuyo Maru, N.Y.K., Nov. 20.
Pres. Taft, Dollar, Dec. 1.
Pres. Jefferson, A.M.L., Dec. 16.

FOOCHOW

Haining, Douglas, Nov. 21.
Haining, Douglas, Nov. 23.
Chipshing, Jardine's, Nov. 23.
Cheongshing, Jardine's, Nov. 30.

GENOA

Cracovia, Dodwell's, Nov. 20.
Tantalus, B.F., Nov. 20.
Oldenburg, Jensen, Nov. 25.
Pres. Garfield, Dollar, Nov. 30.
Col. di Lana, Dodwell's, Dec. 9.
Dakar Maru, N.Y.K., Dec. 12.
Fulda, Melchers, Dec. 13.
Pres. Polk, Dollar, Dec. 14.
Cyclops, B.F., Dec. 20.
Vogland, Jensen, Dec. 20.
Gange, Dodwell's, Dec. 25.
Pres. Adams, Dollar, Dec. 28.

GLASGOW

Tantalus, B.F., Nov. 20.
Hector, B.F., Nov. 20.
Demodocus, B.F., Dec. 4.
Cyclops, B.F., Dec. 20.
Aeneas, B.F., Dec. 23.

HAMBURG

Karmala, P. & O., Nov. 22, noon.
Oldenburg, Jensen, Nov. 25.
Danmark, Manners, Nov. 27.
Canton, Gilman's, Dec. 1.
Anchises, B.F., Dec. 2.
Alster, Melchers, Dec. 3.
City of Roubaix, Bank, Dec. 5.
Burgeland, Jensen, Dec. 6.
Diomed, B.F., Dec. 9.
Agammon, B.F., Dec. 13.
Fulda, Melchers, Dec. 13.
Trave, Melchers, Dec. 18.
Kalyan, P. & O., Dec. 20.
Aeneas, B.F., Dec. 23.
Gange, Dodwell's, Dec. 25.
Lahore, P. & O., Dec. 27.

HAVRE

Tantalus, B.F., Nov. 20.
Demodocus, B.F., Dec. 4.
Burgeland, Jensen, Dec. 6.
Cyclops, B.F., Dec. 20.

HONOLULU

Asuka Maru, N.Y.K., Nov. 20.
Bokuyo Maru, N.Y.K., Nov. 20.
Chichibu Maru, N.Y.K., Dec. 11.

ILOILO

Menestheus, B.F., Dec. 10.

JAPAN PORTS

Kumsang, Jardine's, Nov. 10.
Malacca Maru, N.Y.K., Nov. 10.
Tokushima Maru, N.Y.K., Nov. 10.
Asuka Maru, N.Y.K., Nov. 20.
Bokuyo Maru, N.Y.K., Nov. 20.
Chichibu Maru, N.Y.K., Dec. 11.

KEELUNG

Kumsang, Jardine's, Nov. 10.
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Tokushima Maru, N.Y.K., Nov. 10.
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Chichibu Maru, N.Y.K., Dec. 11.

Kobe

CHINA NAVIGATION COMPANY, LIMITED.

NEWCHANG & DALY	LUCHOW	On 19th Nov. 5 p.m.
AMOI & SHANGHAI	"KINGYUAN"	On 19th Nov. 5 p.m.
SWATOW, WHANGHAI, CHEFOO & TIENTSIN	"KUBICHOV"	On 21st Nov. Daylight
SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 23rd Nov. Daylight
SWATOW & BANGKOK	"KWANGHONG"	On 23rd Nov. 10 a.m.
SWATOW, AMOI, SWATOW & FOOCHOW	"ANTUNG"	On 24th Nov. 5 p.m.
SHANGHAI & DALY	"CHENAN"	On 24th Nov. 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 25th Nov. Daylight
AMOI & SHANGHAI	"TSINAN"	On 26th Nov. 5 p.m.
SWATOW & SHANGHAI	"NANCHANG"	On 27th Nov. Daylight
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 30th Nov. Daylight
SWATOW & BANGKOK	"KALANG"	On 30th Nov. 10 a.m.
SWATOW, AMOI, SWATOW & FOOCHOW	"ANHUI"	On 1st Dec. Noon
SWATOW, WHANGHAI, CHEFOO & TIENTSIN	"HUICHOV"	On 2nd Dec. Daylight

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(Australasian Newspapers on file)

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
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TAIPING	In Port 14th Dec.	31st Nov.	24th Nov.	10th Dec.
CHANGTE	16th Dec.	28th Dec.	21st Dec.	11th Jan.
TAIPING	14th Jan.	26th Jan.	19th Jan.	8th Feb.

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The M.S. "DANMARK"

on or about 27th NOVEMBER

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SAILING LIST.

ORDER SAILINGS	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Danmark"	27th Nov.	28th Dec.
M.S. "Java"	21st Nov.	28th Dec.
M.S. "Pera"	28th Dec.	28th Jan.
M.S. "Africa"	28th Jan.	28th Feb.
M.S. "India"	28th Feb.	28th March

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PASSENGERS

Departures.

The following passengers left yesterday by s.s. President Pierce:—Mr. Adolf Carpi, Mr. and Mrs. Burton Daniels, Master Burton Daniels, Jr., Mr. and Mrs. Herbert R. Ekins, Master Donaldson Ekins, Mr. A. Bert Gottlieb, Mr. Victor Hansen, Col. Curtis H. Nance, Mr. Henry F. Olds, Mr. and Mrs. Pieter J. Pinks, Mr. W. J. Wilson, Mr. David H. Atkins, Mrs. Mildred F. Brown, Lt. and Mrs. Arthur A. Lee, U.S.N., Lt. Homer F. Metcalf, U.S.N., Mr. F. Richard Miller, Mr. G. G. Thomas, Mr. and Mrs. John R. Carmichael, Dr. Jener L. Evangelista, Mr. Antonio Evangelista, Mrs. Miguel Johnson, Master Theodore Johnson, Master Jesus M. Johnson, Lt. John C. McCutchen, U.S.N., Mrs. Hildegarde C. O'Neil, Lt. R. A. K. Jacques, Mr. Chao Yue Guy, Rev. Sister Mary Ynez, Mr. C. L. Fader, Mr. Mark Hanna, Mr. J. J. Palmer, Mr. and Mrs. F. Groves, Mr. and Mrs. S. L. Wong, Mr. and Mrs. T. S. Shau, Mr. W. S. Leonard, Mr. L. Moore, Mr. and Mrs. W. J. Chang.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors.

Mosses, Anderson & Ash, at 10 a.m. on the 24th November, 1930.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized.

Goods must be presented to the Surveyors for examination and to the Consignees for delivery.

For Conditions of Carriage, see the Company's Regulations.

MELOCHERS & CO., Agents, 100, Queen's Road, Hong Kong, 19th Nov., 1930. (10137)

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

NOVEMBER 17, 1930.												NOVEMBER 18, 1930.											
STATION	Dist. from Hong Kong (Miles)	Barometer at Sea Level		Temperature	Visibility	Wind			Weather (Remarks)	Dist. from Hong Kong (Miles)	Barometer at Sea Level		Temperature	Visibility	Wind			Weather (Remarks)					
		Inches	Millis.			Direction	Force (Miles)	Inches			Millis.	Direction			Force (Miles)								
Wladivostok	12	30.95	770.8	25	...	N	5	c	6	30.51	775.0	19	...	NNE	4	b	30.16	768.0	19	...	NNE	4	b
Nomuro	11	30.01	752.0	...	...	W	4	...	5	30.16	758.0	...	...	NNW	3	...	30.16	758.0	...	...	NNW	3	...
Hakodate	...	30.00	753.0	...	...	W	0	...	...	30.20	767.0	...	...	WSW	1	...	30.20	767.0	...	...	WSW	1	...
Tokio	...	30.10	764.5	...	...	NW	2	...	...	30.24	768.5	...	...	NNW	1	...	30.24	768.5	...	...	NNW	1	...
Kochi	...	30.24	768.0	...	...	...	0	...	...	30.29	772.0	...	...	W	1	...	30.29	772.0	...	...	W	1	...
Ngasaki	...	30.33	770.5	...	...	NNW	1	...	...	30.45	773.5	...	...	...	...	...	30.45	773.5	...	...	...	...	...
Kagoshima	...	30.30	770.5	...	...	NNW	1	...	...	30.41	772.5	...	...	...	...	...	30.41	772.5	...	...	...	...	...
Oshima	...	30.23	769.0	...	...	N	1	...	...	30.31	770.5	...	...	NW	1	...	30.31	770.5	...	...	NW	1	...
Naha	...	30.23	769.0	...	...	NNE	2	...	...	30.26	768.5	...	...	...	...	...	30.26	768.5	...	...	...	...	...
Ishigakijima	...	30.26	768.5	...	...	NE	2	...	...	30.20	767.0	...	...	NNE	2	...	30.20	767.0	...	...	NNE	2	...
Bonin Island	...	30.10	764.5	...	...	NNE	3	...	...	30.20	767.0	...	...	NE	2	...	30.20	767.0	...	...	NE	2	...
Chefoo	15	30.40	770.8	...	...	NNW	2	...	6	30.31	769.9	42	...	S	1	b	30.31	769.9	42	...	S	1	b
Shanghai	14	30.37	771.0	65	6	SSE	4	b	6	30.34	771.1	49	6	SSE	3	b	30.34	771.1	49	6	SSE	3	b
Gutailaf	...	30.40	772.1	62	6	SE	2	b	6	30.49	774.4	54	8	SSE	4	b	30.49	774.4	54	8	SSE	4	b
Wenchow	...	30.37	771.8	68	8	SE	2	b	6	30.49	774.4	54	8	NNW	4	b	30.49	774.4	54	8	NNW	4	b
Foochow	...	30.27	768.8	64	4	E	4	b	7	30.30	768.6	56	8	W	2	b	30.30	768.6	56	8	W	2	b
Amoy	...	30.19	768.8	74	8	ENE	4	b	6	30.19	768.6	58	6	NNW	2	b	30.19	768.6	58	6	NNW	2	b
Swatow	...	30.13	768.3	70	...	E	3	b	5	30.15	765.8	56	...	...	...	...	30.15	765.8	56	...	...	...	...
Taihou	...	30.28	769.0	72	...	E	6	b	5	30.29	767.8	63	...	E	2	b	30.29	767.8	63	...	E	2	b
Taihu	...	30.19	768.8	77	...	NNW	2	b	5	30.19	768.6	58	...	...	...	...	30.19	768.6	58	...	...	...	...
Taiwan	...	30.17	768.4	77	...	N	2	b	5	30.15	765.8	63	...	NNE	2	b	30.15	765.8	63	...	NNE	2	b
Kochu	...	30.15	765.7	77	...	NE	4	b	6	30.11	764.8	70	...	...	...	...	30.11	764.8	70	...	...	...	...
Pescadore	...	30.19	766.9	72	...	NNE	2	b	6	30.15	765.8	68	...	...	...	...	30.15	765.8	68	...	...	...	...
Hong Kong	14	30.14	765.5	75	7	E	0	b	6	30.20	767.1	66	6	ENE	3	b	30.20	767.1	66	6	ENE	3	b
Gap Rock	...	30.14	765.5	73	...	ENE	5	b	6	30.20	767.1	71	...	...	...	...	30.20	767.1	71	...	...	...	...
Macao	...	30.13	765.4	74	6	NNE	2	b	6	30.17	766.4	65	6	...	...	...	30.17	766.4	65	6	...	...	...
Hoihow	...	30.13	765.3	77	...	E	3	b	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Prata Island	...	30.10	764.5	78	8	NNE	6	b	6	30.18	765.4	74	8	NNE	6	b	30.18	765.4	74	8	NNE	6	b
Phulion	15	30.13	765.3	81	6	SSE	6	b	7	30.19	766.9	65	6	NNE	6	b	30.19	766.9	65	6	NNE	6	b
Tourane	...	30.08	763.8	79	6	NE	2	bc	...	30.09	761.2	74	1	...	...	...	30.09	761.2	74	1	...	...	...
Cape St. James	...	29.99	759.3	81	6	ENE	6	b	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Basco	14	30.04	762.7	79	8	ENE	4	bc	6	30.07	763.8	76	6	NE	4	b	30.07	763.8	76	6	NE	4	b
Apurri	...	29.98	761.5	76	4	ENE	4	r	6	30.00	762.0	77	4	NE	2	b	30.00	762.0	77	4	NE	2	b
Tuguegarao	...	29.94	760.4	79	6	N	2	b	5	30.27	761.2	72	...	N	1	...	30.27	761.2	72	...	N	1	...
Vigan	...	29.87	758.8	89	8	NNW	2	bc	...	29.91	759.7	76	...	...	...	...	29.91	759.7	76	...	...	...	...
Manila	...	29.89	759.1	85	8	NNE	2	b	5	30.50	765.5	78	...	...	...	...	30.50	765.5	78	...	...	...	...
Lepore	...	29.85	758.2	85	6	NNE	4	b	5	29.86	758.6	78	...	...	...	...	29.86	758.6	78	...	...	...	...
Calbayog	...	29.84	758.0	85	8	N	2	b	5	29.89	759.1	77	8	...	...	...	29.89	759.1	77	8	...	...	...
Talibau	...	29.82	757.4	83	8	NNE	4	bc	...	29.88	759.0	76	8	NNW	4	b	29.88	759.0	76	8	NNW	4	b
Ililo	...	29.84	758.0	83	8	N	4	bc	...	29.86	758.9	77	6	NNE	4	b	29.86	758.9	77	6	NNE	4	b
Cebu	...	29.80	756.8	91	8	NE	4	bc	...	29.85	758.2	76	6	...	...	...	29.85	758.2	76	6	...	...	...
Surigao	...	29.82	757.4	77	6	...	0	...	5	29.86	758.4	78	...	ENE	4	b	29.86	758.4	78	...	ENE	4	b
Saipan	11.00	29.80	756.8	...	...	E	4	...	4.32	29.82	757.3	...	...	...	...	...	29.82	757.3	...	...	...	...	...
Guam	12.22	29.80	756.8	...	...	E	4	...	5	29.86	758.3	...	...	...	...	...	29.86	758.3	...	...	...	...	...
Yap	11.00	29.83	757.7	...	...	ENE	4	bc	5	29.85	758.2	78	...	...	...	...	29.85	758.2	78	...	...	...	...
Pelew	...	...	...	...	...	E	4	b	6	29.83	757.7	80	...	NE	4	b	29.83	757.7	80	...	NE	4	b
Labuan	14	29.82	757.4	88	...	E	4	b	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...

November 18d. 10A. 30m.—The anticyclone is central in the vicinity of Wladivostok. Fresh monsoon will prevail over the China Sea. Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 1919 inches, against an average of 81.45 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON NOVEMBER 19.

- 1.—Formosa Channel N.E. winds, fresh; fine.
- 2.—South coast of China between Hong Kong and Lamook
- 3.—Hong Kong to Gap Rock
- 4.—South coast of China between Hong Kong and Hainan

O. W. JEFFRIES, Chief Assistant.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, November 18.

Previous Day	On Date	On Date
at 4 p.m.	at 10 a.m.	at 4 p.m.

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CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC

12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN TO CANADA AND U.S.A.

Ship	Leave	Arrive	Ship	Leave	Arrive
Empress of Japan	Nov. 27	Nov. 20	Yokohama	Dec. 4	Dec. 18
Empress of Asia	Dec. 10	Dec. 18	Yokohama	Dec. 18	Dec. 27
Empress of Canada	Dec. 25	Dec. 33	Jan. 1	Jan. 9	Jan. 18
Empress of Russia	Jan. 7	Jan. 10	Jan. 13	Jan. 15	Jan. 24
Empress of Japan	Feb. 5	Feb. 8	Feb. 10	Feb. 12	Feb. 20
Empress of Asia	Feb. 18	Feb. 21	Feb. 24	Feb. 26	Mar. 7
Empress of Canada	Mar. 5	Mar. 8	Mar. 10	Mar. 12	Mar. 20
Empress of Russia	Mar. 18	Mar. 21	Mar. 24	Mar. 26	Apr. 4
Empress of Japan	Apr. 1	Apr. 4	Apr. 7	Apr. 9	Apr. 17
Empress of Asia	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
Empress of Canada	Apr. 25	Apr. 28	Apr. 30	May 2	May 14
Empress of Russia	May 8	May 11	May 14	May 16	May 25
Empress of Japan	May 23	May 26	May 29	May 31	June 10
Empress of Asia	June 6	June 9	June 11	June 13	June 22

(Call at Nagasaki the day after departure from Shanghai.)

† Calls at Honolulu on May 8. † Calls at Honolulu on June 5.

HONG KONG-MANILA

EMP. OF JAPAN ... Nov. 19 ... Nov. 21

EMP. OF ASIA ... Dec. 2 ... Dec. 4

Telephone:

Passenger Dept. 20762

Freight " 20042

WORLD'S GREATEST TRAVEL SYSTEM

NYK LINE

REDUCE THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM £83 TO £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
ASAMA MARU ... Thursday, 20th November, at 10 a.m.
CHICHI MARU ... Thursday, 11th December, at 10 a.m.
SEATTLE, VICTORIA via Shanghai & Japan Ports
HIRAWA MARU ... Wednesday, 3rd December, at 10 a.m.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.
HAOKAZAKI MARU ... Saturday, 29th November, at 7 a.m.
TERUKUNI MARU ... Saturday, 18th December, at 10 a.m.
SYDNEY & MELBOURNE via Manila & Ports.
KITANO MARU ... Thursday, 2nd November, at 10 a.m.
ATSUTA MARU ... Tuesday, 23rd December, at 10 a.m.
BOMBAY via Singapore, Penang & Colombo.
OMACUTTA MARU ... Thursday, 27th November, at 10 a.m.
KAGA MARU ... Thursday, 11th December, at 10 a.m.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
BOUYO MARU ... Thursday, 20th November, at 11 a.m.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
WAKASA MARU ... Thursday, 20th November, at 10 a.m.
NEW YORK, BOSTON via PANAMA.
ASUKA MARU ... Monday, 24th November, at 10 a.m.
TAKAKA MARU ... Thursday, 11th December, at 10 a.m.
LIVERPOOL via Port Said, Suez, Constantinople, Genoa & Marseilles.
DAKAR MARU ... Friday, 12th December, at 10 a.m.
CAIRO via Singapore, Penang & Bangkok.
PENANG MARU ... Saturday, 29th November, at 10 a.m.
BAKODATE MARU ... Monday, 6th December, at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA
TOKUSHIMA MARU (Moi direct) ... Wednesday, 19th November, at 10 a.m.
DURBAN MARU (Calle Keelung) ... Tuesday, 25th November, at 10 a.m.
TANGO MARU (Calle Moji) ... Sunday, 30th November, at 10 a.m.
 † Cargo only.
 For further information, apply to—

NIPPON YUSEN KAISHA.
 (Private exchanges to all Dep'ts.)

Telephone: 30291.



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To	Ship	Leave	To	Ship	Leave
MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.	ATHOS II	25th Nov.	Yokohama via Shanghai and Kobe.	ANGERS	25th Nov.
	D'ARTAGNAN	9th Dec.		SPHINX	9th Dec.
	ANGERS	23rd Dec.		G. METZINGER	23rd Dec.
	SPHINX	6th Jan. '31		ANDRE LEBON	6th Jan. '31
	G. METZINGER	20th Jan.		FORBES	20th Jan.
	ANDRE LEBON	3rd Feb.		CHRONONCEAUX	2nd Feb.
	FORBES	17th Feb.		ATHOS II	17th Feb.
	CHRONONCEAUX	3rd Mar.		D'ARTAGNAN	3rd Mar.

We can issue Through Tickets to Egypt, Straits Ports, East Africa, Madagascar by Transhipment on our Mail Steamers at Port Said, or DUNDEE.

For DUNDEE via Port Said, Genoa, Casablanca, Hamburg, Rotterdam, (Antwerp) ...

For further information, apply to—

Cie des Messageries Maritimes.
 2, Queen's Buildings.

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 23,000 TONS;
 THROUGH CARGO
 23,200 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

Ship	Cargo for	Through
British	H.K.	Ports
Tasclusa	Los Angeles 8,500	—
Hong Kong	Rangoon 1,450	114
Szechuen	Canton	500
Kum Sang	Calcutta 2,001	1,874
Anking	Hoihow 250	200
American	Pres. Jackson	12,501
Loe Jackson	1,390	3,277
Dutch	Tjibemang	1,397
Tjibemang	Daly	4,000
Norwegian	Nagoya	750
Tonger	Chinwangtao 2,033	2,500
Japanese	Tateishi Maru	4,207
Celebes Maru	Nagoya	625
		4,922
		23,076
		23,207

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were:—

Ship	Arr.	Dep.
British	5	4
American	1	1
Dutch	2	1
Swedish	1	0
Norwegian	1	2
Japanese	4	3
Chinese	1	1
Danish	0	1
Panama	0	1
	15	14

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Hong Kong (British), Rangoon, Singapore	1,664
Szechuen (British), Canton	72
Kum Sang (British), Calcutta, Singapore	1,166
President Jackson (American), Los Angeles, Shanghai	603
Tjibemang (Dutch), Balikpapan, Sandakan	110
	3,615

The R.M.S. Empress of Russia arrived at Kobe yesterday at 8.50 a.m., left on the same day at 5 p.m., is due at Yokohama to-morrow at 6 a.m. and will have the same day at 3 p.m.

ARRIVALS.

November 17.

Dorry, German str., 878 tons, Capt. J. Bruhn, from Teikong, buoy No. B23—Kwong Mow Tai.
 Nagara, Swedish str., 3,950 tons, Capt. O. H. Armstedt, from Singapore, Kowloon Wharf—Gilman & Co.
 Sungshan Maru, Japanese str., 1,503 tons, Capt. T. Honjo, from Canton, buoy No. C28—N.Y.K.

November 18.

Anking, British str., 2,047 tons, Capt. R. Ritchie, from Hoihow, buoy No. B34—B. & S.
 Fulda, German str., 3,523 tons, Capt. Arndt, from Manila, Kowloon Wharf—Melchers & Co.
 Hong Hwa, British str., 1,024 tons, Capt. J. H. Gregory, from Swatow, buoy No. A9—Ho Thong & Co.

Honolulu Maru, Japanese str., 3,541 tons, Capt. S. Matsuda, from Moji, Kowloon Wharf—O.S.K.
 Kojun Maru, Japanese str., 1,303 tons, Capt. Y. Nishimoto, from Canton, buoy No. B10—D.K.K.
 Tai Yuan, British str., 2,109 tons, Capt. R. Robertson, from Amoy, buoy No. B12—B. & S.

Tai Lee, Chinese str., 1,044 tons, Capt. Nakagawa, from Swatow, buoy No. C16—Loong Tai Hong.

Tjikembang, Dutch str., 5,028 tons, Capt. P. Abbo, from Dalny, buoy No. A10—J.C.I.L.
 Yei Maru, Japanese str., 1,849 tons, Capt. K. Iwami, from Hong Kong, buoy No. B46—Hidaka & Co.

CLEARANCES.

November 18.

Anking, for Singapore.
 Augustina, for Miri.
 Dorry, for Canton.
 Fulda, for Shanghai.
 Hai Yang, for Swatow.
 Hong Hwa, for Penang.
 Hong Kheng, for Amoy.
 Honolulu Maru, for Singapore.
 Honohulu, for Canton.
 Kum Sang, for Amoy.
 Nagara, for Shanghai.
 New Mathilde, for Hoihow.
 Peking Maru, for Canton.
 Pres. Jackson, for Manila.
 Shinai Maru, for Saigon.
 Sungshan Maru, for Swatow.
 Tateishi Maru, for Chefoo.
 Tasclusa, for Palembang.
 Tehkem, for K. C. Wan.
 Tjikembang, for Muntok.
 Wing Wo, for K. C. Wan.
 Yatsing, for Swatow.

WARSHIPS IN PORT.

The following warships were in port yesterday:—

Basin—Tamar.
 South Wall—Sirdar.
 North Arm—Thracian, Scarpis.
 West Wall—Berwick.
 Dock—Bruce, Petersfield, Osiris.
 No. 2 Buoy—Medway and sub-marines.
 No. 6 Buoy—Kent.
 No. 7 Buoy—Tarantula.
 No. 10 Buoy—Seraph.
 No. 11 Buoy—Somme.
 No. 12 Buoy—Stormcloud.
 No. 13 Buoy—Marston.
 Foreign Men-of-War—French: Ar. Chinese: Mo Fung and Ping Nam.

BARBER WILHELMSEV LINE.

THE PREMIER ALL WATER ROUTE TO NEW YORK and other U.S. Atlantic Ports via Panama.

All vessels call at SAN FRANCISCO and LOS ANGELES en route.

Passengers desiring to travel by this interesting route will find the accommodation provided well up to their expectations, and at a cost most reasonable.

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AGENTS FOR

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF ROUBAIX" ... London, Dunkirk, Rotterdam & Hamburg ... 5th December

S.S. "CITY OF SHANGHAI" ... London, Rotterdam & Hamburg ... 9th January

NEW YORK, BOSTON & BALTIMORE ... AMERICAN AND MANCHURIAN LINE

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SERVICES TO

BOSTON, NEW YORK & BALTIMORE ... AMERICAN & ORIENTAL LINE

M.V. "TWEEDBANK" ... 12th December

M.V. "FOYLEBANK" ... 20th December

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

S.S. "TINHOW" ... 20th November

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algea Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Bona, Quilmes, Rio, Port Amelia, Mozambique, Olanda, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascari.

For Freight Rates, Freight and other information apply to—

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P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND.)

MAIL AND PASSENGER STEAMERS

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WEST INDIES, MADAGASCAR, EAST & SOUTH AFRICA,

AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTS, NIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"KARMALA"	9,128	22nd Nov., Noon	Manila, Liden, Hall, H'bg, B'm.
"RAWALPINDI"	16,819	6th Dec.	Bombay, Marseilles & London.
"ALFPORE"	5,273	9th Dec.	Straits, Colombo & Bombay.
"KALYAN"	9,144	20th Dec.	Manila, Liden, Hall, H'bg, B'm, & A'warp.
"LAHORE"	5,301	27th Dec. (Mar.)	L'lon, Hull, H'bg, B'm, & A'warp.
"RANCHI"	16,850	3rd Jan.	Bombay, Marseilles & London.
"JEYPORE"	5,318	10th Jan. (Mar.)	Straits, Colombo & Bombay.
"KASHMIR"	5,285	17th Jan.	Manila, Liden, Hall, H'bg, B'm, & A'warp.
"COMORIN"	15,133	31st Jan.	Bombay, Marseilles & London.
"PERIM"	7,618	7th Feb.	Marseilles, London and Hull.
"KASHGAR"	9,005	14th Feb.	Marseilles & London.
"MALWA"	10,980	28th Feb.	do.
"KHYBER"	8,115	7th Mar.	Marseilles, London and Hull.
"KHYBER"	8,115	14th Mar.	Marseilles & London.
"RAWALPINDI"	16,819	28th Mar.	do.
"KARMALA"	9,128	11th Apr.	do.
"RAJPUTANA"	16,858	25th Apr.	do.
"KALYAN"	9,144	9th May	do.
"COMORIN"	15,133	23rd May	Bombay, Marseilles and London.
"KASHMIR"	5,285	6th June	Marseilles and London.
"RANPURA"	16,831	20th June	Bombay, Marseilles & London.

* Cargo only. † Calls Casablanca.
 Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TALMA"	10,000	29th Nov.	Singapore, Penang & Calcutta
"TAKADA"	6,949	3rd Dec.	do.
"SIRDHANA"	7,745	25th Dec.	do.
"TILAWA"	10,006	29th Dec.	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"TANDA"	6,988	8th Dec.	Manila, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,600	2nd Jan. 1931	do.
"NELLORE"	6,983	8th Feb.	do.

† Calls at Rabat.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.
 The P. & O. S.S. Co., Ltd., steamers will also call at India, Ceylon, Colombo, Tawa, Timor, Darwin, or other ports en route as indicated on the cards.

Frequent connections from Australia with the following:—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

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SAILINGS TO SHANGHAI AND JAPAN

"JEYPORE"	5,318	31st Nov., D.L.	S'hai, Moji, Kobe & Yokohama.
"KALYAN"	9,144	21st Nov., 4 p.m.	do.
"SIRDHANA"	7,715	2nd Dec.	Amoy, S'hai, Moji, Kobe & Osaka.
"RANCHI"	16,850	8th Dec.	S'hai, Kobe & Yokohama.
"PERIM"	7,649	16th Dec.	S'hai, Moji, Kobe & Y'hama.
"KASHMIR"	5,285	20th Dec.	do.
"COMORIN"	15,133	3rd Jan.	Shanghai, Kobe & Yokohama.
"KASHGAR"	9,005	17th Jan.	S'hai, Moji, Kobe & Y'hama.
"MALWA"	10,980	24th Jan.	do.
"KHYBER"	8,115	31st Jan.	do.
"RAWALPINDI"	16,819	14th Feb.	S'hai, Kobe & Yokohama.
"KARMALA"	9,128	28th Feb.	S'hai, Moji, Kobe & Y'hama.
"RAJPUTANA"	16,858	7th Mar.	S'hai, Kobe & Yokohama.
"KALYAN"	9,144	21st Mar.	Shanghai, Kobe & Yokohama.
"COMORIN"	15,133	4th Apr.	S'hai, Moji, Kobe & Yokohama.
"KASHMIR"	5,285	8th May	S'hai, Moji, Kobe & Yokohama.
"RANPURA"	16,831	22nd May	Shanghai, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
 WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the steamer.

All Cables are fitted with Electric Fans free of charge.
 Steamer on London and Australian Lines are fitted with Laundries.
 Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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